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Index to FAA Office of Aerospace Medicine Reports: 1961 Through 2002

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Final Report

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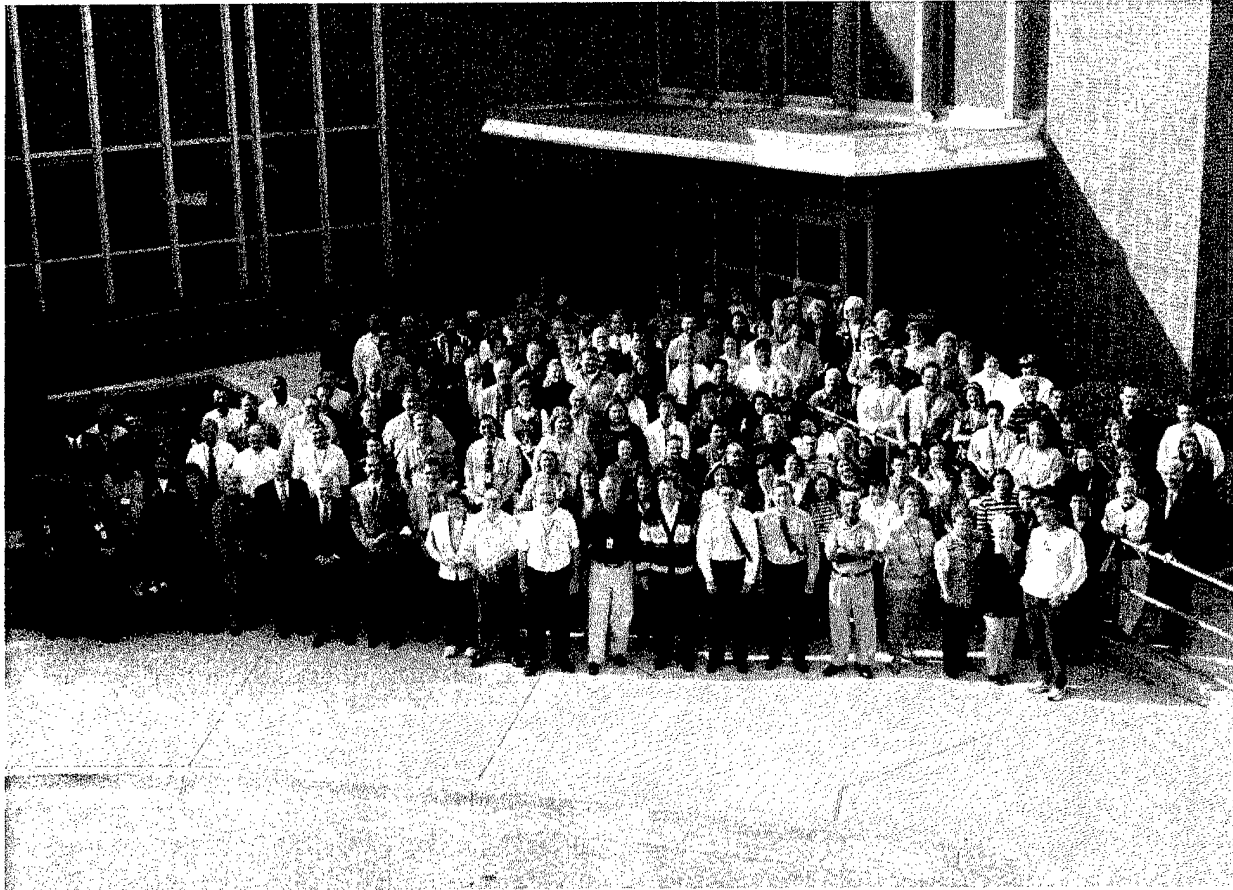
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16. Abstract An index to Federal Aviation Administration Office of Aerospace Medicine Reports (1964-2002) and Civil Aeromedical Institute Reports (1961-1963) is presented for those engaged in aviation medicine and related activities. The index lists all FAA Aerospace Medicine technical reports published from 1961 through 2002: chronologically, alphabetically by author, and alphabetically by subject. A foreword relates historical aspects of the Civil Aerospace Medical Institute's 40 years of service, describes the index's sections, and explains how to obtain copies of published Office of Aerospace Medicine technical reports.			
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Foreword

INDEX TO FAA OFFICE OF AEROSPACE MEDICINE REPORTS: 1961 THROUGH 2002



Staff members gathered in front of the CAMI Building in October 2002 to observe the 40th anniversary of the building's opening (October 21, 1962).

THE CIVIL AEROSPACE MEDICAL INSTITUTE, CAMI, is the medical certification, research, education, and occupational health wing of the Federal Aviation Administration's Office of Aerospace Medicine (OAM).

Our mission has not changed over the years: Our only purpose is to *further aviation safety*.

At CAMI, we study the factors that influence human performance in the aviation environment, find ways to understand them, and communicate that understanding to the aviation community.

Communicating research findings to the public is achieved in several ways: published reports in professional journals and newsletters, proceedings reports, and formal technical reports.

OAM Reports is the major part of the communications effort. Published continuously since 1961, these reports are the distillation of FAA aeromedical research efforts in aviation safety.

To date, we have published 947 reports on a wide range of subjects, from *Angular Acceleration* to *Workload Effects on Complex Performance*.

The *Index* is provided as a reference for those engaged in aviation medicine and related disciplines. We do so because sharing significant findings contributes to the body of aeromedical knowledge through the synergistic effects of others, leading to understanding and the application of appropriate solutions.

**SOME OBSERVATIONS ON THE ORIGINS OF
THE CIVIL AEROSPACE MEDICAL INSTITUTE (CAMI):
ITS FIRST PREDECESSOR,
THE CIVIL AEROMEDICAL RESEARCH INSTITUTE (CARI)**

By William E. Collins, Ph.D., and Stanley R. Mohler, M.D.

The following vignette was created by Myrna Johnson during 1966. On October 3, 1960, Ms. Johnson joined CAMI (then CARI) as a receptionist and later served as a budget analyst for Mr. Vaughan E. Choate; the Institute's Administrative Officer. On her own initiative and based on her own sense of history ("all organizations have a history and it should be recorded"), Ms. Johnson undertook the writing of this piece during her last few months at the Institute.

The special section on the Institute's library has some roots in the fact that her husband, who had twice been a part-time employee of the Institute as an editorial clerk/writer (June 1961-September 1962; June-September 1963) while he attended graduate school at the University of Oklahoma, helped set up the library prior to the hiring of the first official librarian.

Ms. Johnson completed the manuscript in July 1966, just prior to her leaving the Institute (August 26, 1966) for Texas where her husband had secured a teaching position following completion of his Ph.D. degree. The text of the article, which is referenced as a "mimeograph" under a slightly different title ("Civil Aeromedical Research Institute – A Brief History, 1959-1966") in Heber Holbrook's 1974 *Civil Aviation Medicine in the*

Bureaucracy, is presented below exactly as written. What is not presented is a listing appended by Ms. Johnson, of every federal research employee of the Institute during the period covered along with their job titles, grades, dates they joined the Institute, and for those who left, a date and a one-word description of the reason for leaving. All of the latter data are now available in the CAMI Library.

Ms. Johnson's focus is on the original function of the Institute – research – and, as such, there is no detailing of personnel who came to occupy non-research positions (e.g., in aeromedical certification) as organizational changes (which she notes) took place. Also, when the name (and functions) of the Institute changed to the Civil Aeromedical Institute in late 1965, she uses the acronym CAI for the organization's new title; the acronym became CAMI shortly after she left in 1966 and has been preserved to identify the Institute with its new name – The Civil Aerospace Medical Institute – authorized in 2001 to reflect the FAA's responsibilities associated with the commercial space transportation program.

With Ms. Johnson's permission, we have taken one liberty with her article, i.e., we have added archival photographs that supplement the text.



A rare grouping of key figures in the CARI story. Pictured in the northeast corner of the CARI lobby in 1963 are (l to r) Heber Holbrook (Administrative Officer in Aeromedical Certification and later author of *"Civil Aviation Medicine in the Bureaucracy"*), J. Robert Dille, M.D. (CARI Program Advisory Officer – next CARI Director), Peter V. Siegel, M.D. (Chief of Aeromedical Certification – the next Federal Air Surgeon), M.S. White, M.D. (Federal Air Surgeon, September 1963-September 1965 and the first to hold that title – it had previously been "Civil Air Surgeon"), Stanley R. Mohler, M.D. (CARI Director), and Vaughan E. Choate (CARI Administrative Officer).

CIVIL AEROMEDICAL RESEARCH INSTITUTE, 1959 – 1966

By Myrna Johnson

July 1966

From its beginning in 1959 until in October 1965, the research facility in Oklahoma City has been called the Civil Aeromedical Research Institute, CARI, for short. To those who were CARI employees during this period of time, the Institute will be remembered as CARI. The purpose of this history is to sketch the growth of this institution.



Ms. Johnson

The Federal Aviation Agency announced on October 31, 1959, plans for the Civil Aeromedical Research Center, later called Civil Aeromedical Research Institute (CARI), to be established at the Aeronautical Center in Oklahoma City, Oklahoma. The purpose of the new medical research center was to develop medical data to meet the problems of civil air operations as civil aviation moved into higher altitudes and supersonic speeds (1).

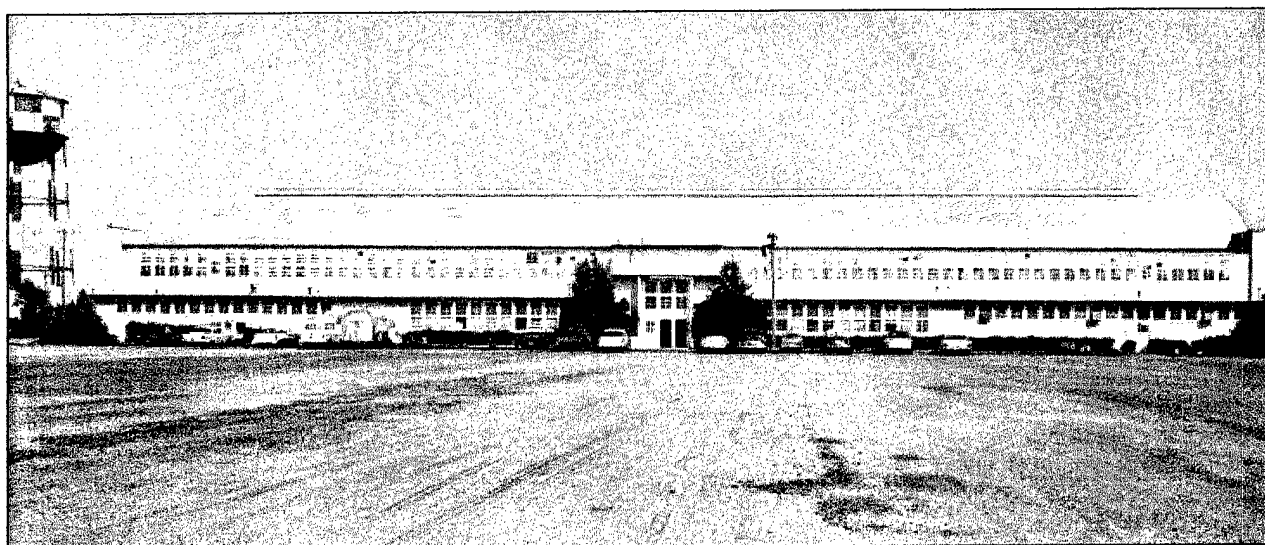
Late in December 1959, the first CARI personnel arrived in Oklahoma City. John Swearingen, J.D. Garner, Ernest B. McFadden, and John Blethrow had been with the Civil Aeronautics Medical Research Laboratory (CAMRL) in Columbus, Ohio. Dr. Robert T. Clark arrived from the School of Aviation Medicine (SAM) in San Antonio, Texas, to become CARI's Director of Research. The first home of CARI was the second floor, Hanger 8 at the Aeronautical Center. In February 1960, a group of researchers and other staff members arrived at

CARI from SAM. This group was comprised of Dr. Jess McKenzie, physiologist; J.D. Allred, audio visual specialist; Dr. Bruno Balke, biodynamics; Dr. James Green, biochemist; Dr. P.C. Tang, neurophysiologist; Aline "Corky" Koch, secretary; M.C. Oviatt, engineering technician; and Claude Jones, administrative officer. During the spring and summer, staff members continued

to arrive. Dr. George Hauty, Rollo Beebe, and Bart Cobb, all in psychology, came from SAM.

In April, Dr. Michael T. Lategola, physiologist, arrived. Dr. Don H. Estes joined the staff in July as the Director of CARI. Vaughan E. Choate became the executive officer in July. Drs. P.F. Iampietro and L.J. O'Brien, physiologists, joined the staff in August. Howard Hasbrook, crash injury specialist, arrived in September. In the last four months of the first year, Dr. Wallace Friedberg, physiologist; Dr. William Stavinoha, pharmacologist; Dr. Richard Snyder, anthropologist; and Dr. E.E. Phillips, physiologist, joined the staff.

The main efforts during the first year were spent in setting up the laboratories and recruiting researchers and technicians. Several moves were accomplished during the first six or seven months. In May 1960, the small group moved from Oklahoma City to Building 604, North Campus, Norman. This building was part of the



The "gym" on the North Campus of the University of Oklahoma in Norman, Okla., housed biodynamics and related research by CARI scientists in 1960-1962. The several buildings occupied by CARI personnel had been temporary U.S. Navy buildings during World War II.

University of Oklahoma Research Institute. In August, the group moved again into Building 803, Building 805, and a gymnasium, which were leased from the University of Oklahoma. Three more buildings were acquired later. The institute remained in these quarters until it moved into new facilities at the Aeronautical Center in October 1962.

The Bureau of Aviation Medicine in Washington, D.C., was established on March 14, 1960 – an indication of the growing significance of the medical program in aviation safety. CARI researchers concentrated on the following projects during the next three months:

1. Man's aging process and the relation to chronological age and pilot proficiency;
2. Selection criteria for and environmental stress factors experienced by air traffic controllers; and
3. Inflight fatigue affecting flight engineers on jet aircraft (2).

At the end of the first year, the staff consisted of a Director, Director of Research, 18 researchers, 4 secretaries, a receptionist, an executive officer, an administrative officer, a supply specialist, and 20 technicians and scientific aides. Each branch had several members, and the audio visual and engineering services were functioning.

During FY 1961 the accomplishments were threefold: design of the new facility, recruitment of key staff, and initiation of long-range research programs.

The second year was marked by several significant developments and continued growth. The first major change occurred in April 1961, when Drs. Estes, Clark, and Green and several technicians resigned or transferred.

Dr. Hauty served as Acting Director of CARI until the appointment of Dr. Stanley R. Mohler as Director in August 1961. On September 20, 1961, the staff consisted of 89 members, including temporary and part-time workers. The authorized permanent staffing was 64, authorized temporary 18, and authorized part-time 20. Listed below is the staffing by branches and services:

10: Director's Office	1: Library
8: Biochemistry Branch	2: Animal Care
6: Branch Chiefs	5: Research Engineering
17: Psychology Branch	6: Biodynamics Branch
2: Clinical Examination	6: Audio Visual
4: Environmental	3: Neurophysiology
Physiology Branch	Branch
6: Employee Health	2: Biometrics
11: Protection & Survival	
Branch	

Branch secretaries were added in October and November 1961.

Plans originally called for a staff of several hundred in five years or less. However, growth was limited by a congressional ceiling on staffing. The budget prepared in June 1960 for 1961 and 1962 requested 61 positions for 1961, which were within the limit, and requested 150 additional positions over the ceiling. For 1962, 320 positions were requested. Seventy-five positions were authorized for 1962, and this authorization still holds for Research and Development (FY 1966).

At the end of 1961, 18 professional researchers, 7 secretaries and clerks, and 21 technicians and scientific aides had joined the staff in its second year. Part-time employees are included in these numbers.

During FY 1962, 13 CARI reports and 45 scientific articles were published. Research developed methods of predicting success of air traffic controllers in training. The investigations of air crashes furnished information for improvements in air safety. Preliminary work was completed on toxic hazards in aerial application of insecticides.

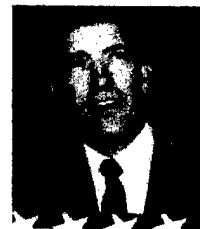
In June 1962, decentralization of the Washington office occurred, and Certification and Standards Divisions moved to Oklahoma City. The new organization was headed by Dr. George Steinkamp, Deputy Civil Air Surgeon for Research and Operations. CARI, Georgetown Clinical Research Institute, and Research Direction became a part of the Aeromedical Research Division, one of the four divisions, and the Clinic became Aeromedical Clinical Services Division. The remaining two divisions were Aeromedical Certification Division and Aeromedical Standards Division. In December, the Office of the Deputy Civil Air Surgeon was abolished, and the 15 positions given to CARI and Certification. Standards Division moved back to Washington in November 1963.

The major event in FY 1963 was the move in October 1962 into the new \$8.5 million research facility at the Aeronautical Center. On October 21, the building was dedicated by FAA Administrator N.E. Halaby (3).

In FY 1963, the staff reached full strength with 35 professional research scientists, 25 research scientists, 15 scientific aides, and 20 part-time aides. In Research Direction, 11 were in the Office of the Director, and



Dr. Estes



Mr. Halaby

there were six branch chiefs and six branch secretaries. During this year, CARI participated in the supersonic program and Project "Little Guy," in addition to the approved projects. Thirty-five CARI reports and one Technical Publication were issued.

With the move into the new building completed and the labs set up and working, the new facility allowed new projects to be undertaken in FY 1964. Experiments were conducted in the altitude, pressure, and environmental chambers. Ditching, evacuation, and rescue experiments were conducted in the pool. Drug, alcohol, and decompression studies were made at high altitudes. Tests of oxygen masks were conducted. Twenty OAM reports (13 from Georgetown and seven from CARI) were published during this year.

The major projects were retitled in FY 1965 to more clearly describe the medical research program at CARI. Thirty-three professional research scientists, 30 research scientists, 12 scientific aides, and 20 part-time positions were abolished. Thirty-two OAM reports were issued during this year.

During FY 1966, the first major turnover of personnel occurred. Sixteen members of the scientific staff left during this year. Their vacancies were filled with scientific aides. Highlights of FY 1966 included 24 OAM reports, 23 presentations by staff members at various meetings, and 14 papers published in open scientific literature. Late in FY 1966, the Federal Air Surgeon announced the move of [the] Georgetown [facility] to Oklahoma City. This added 25 more researchers and aides to the research program in Oklahoma.

During CARI's existence, CARI has maintained a good relationship with the University of Oklahoma, the OU Medical School, and the communities of Norman and Oklahoma City. Students at OU and the medical schools have worked with CARI scientists, and many of CARI's researchers have had faculty status at OU and the medical school.

Organization

When CARI was established, there were six branches and the Office of the Director, Audio Visual Service, and Research Engineering. Animal Care was added later. The branches and branch chiefs were

- Biochemistry – Dr. James Green;
- Biodynamics – Dr. Bruno Balke;
- Environmental Physiology – Dr. P. F. Iampietro;
- Psychology – Dr. George T. Hauty;
- Protection & Survival – Mr. John Swearingen; and
- Neurophysiology – Dr. Pei Chin Tang.

As mentioned previously, the first change occurred in April 1961 when Dr. Estes transferred to Washington, and Dr. Clark and Dr. Green resigned to take academic appointments. The Director of Research position was abolished. Biochemistry Branch became Pharmacology-Biochemistry, and Dr. Paul Smith became its new chief. In August, Dr. Mohler became CARI's second director and remained in that position until December 1965, when he transferred to the Office of Aviation Medicine in Washington, D.C.

In September 1964, Dr. Balke took an academic position, and Dr. Lategola became the Acting Chief of Biodynamics. In FY 1964, the six branches were changed to laboratories, and in January 1965, the Neurophysiology and Biodynamics Laboratories were dissolved and the personnel absorbed by the remaining four laboratories.

In September 1965, Dr. Hauty resigned to become a department head at an Eastern university [and] Dr. William E. Collins became the new Psychology Laboratory chief.

From CARI's beginning in 1959 to the present time, the Washington organization has changed from time to time, and consequently affected CARI's operation and organization. From 1960 to 1962, CARI was under the Research Requirements Division in Washington. In June 1962, the Office of the Deputy Civil Air Surgeon for Research and Operations was moved to Oklahoma City, and CARI and Georgetown came under the Aeromedical Research Division in this new organization. Dr. Mohler, in addition to continuing as Director of CARI, was the Division Chief of the Aeromedical Research Division from July 8, 1962, until January 2, 1964. In January 1964, CARI came under the Aeromedical Education and Research Division in Washington. Dr. Romney Lowry was the new division's chief. In October 1965,



Dr. Mohler

the medical activities at the Aeronautical Center (Certification, CARI, and the Clinic) were reorganized into one division entitled the Civil Aeromedical Institute (CAI). In December, Dr. J. Robert Dille became the new division chief. Dr. Dille had been Program Advisory Officer for CARI from June 1961 until February 1965, when he was transferred to the Western Region as Flight Surgeon. CAI no longer has direct contact with Washington but is under the Director of the Aeronautical Center. There are four branches and the Office of the Division Chief in the new



Dr. Dille

organization. The branches are Administrative and Technical Branch, Aeromedical Certification Branch, Aeromedical Research Branch (formerly CARI), and Aeromedical Services Branch.

The latest reorganization or change is the move by Georgetown to Oklahoma City, to be accomplished by September 30, 1966. In August, Dr. Harry L. Gibbons will become chief of the Aeromedical Research Branch.

CARI Library

A research facility needs a library and CARI was no exception. Early in CARI's history, beginning steps were taken to obtain a library. A library committee was established, and Dr. Jess McKenzie became its first chairman. The original purpose of the committee was established to oversee the entire library functions. Dr. Larry J. O'Brien arrived at CARI in August 1960 and was appointed the committee chairman.

With the establishment of the library committee, the first step was taken. At first, the incoming subscriptions were passed from desk to desk. The receptionist checked in the journals and books as they arrived in the mail. In June 1961, Bobby H. Johnson, a part-time editorial clerk, handled the library materials and set up an efficient operating library. Two rooms of Building 803 became the first library.



Miss Heck

In March 1962, Miss Lilah B. Heck, medical librarian at the University of Oklahoma Medical School, became the first CARI librarian. At this time, the library moved into Building 802 and occupied four rooms (1,175 sq. ft.). With the additional space, there was a library office, a current journals and general

reference room, a room for bound periodicals and book stacks, and a photo duplication room. New shelving, reading tables, reading carrels, and duplicating equipment were added.

In FY 1962, the funding responsibility for the librarian, furnishings, and physical appointments was given to the Aeronautical Center library, but the books, subscriptions, and other needs came from medical funds. The function of the committee was changed because of this policy. Instead of overseeing all functions of the library, the committee became representatives of

the staff to decide how the budget would be spent for books and journals. In August 1962, Dr. O'Brien accepted an academic appointment and left CARI, and Dr. Carlton Melton became the new chairman.

In October 1962, the library moved into its spacious new home. At first, it occupied rooms 256 and 379. Bound periodical stacks, current periodicals, reference books, patron's work space, and charge desks were on [the] second floor. The book stacks, card catalog, and the library staff's workroom were on [the] third. This move was not final by any means. Office space was required on [the] third floor, so the book stacks were moved to the basement. Later, partitions were removed from the back part of the second floor library, and the stacks were moved to second floor. Finally, all the library was on a single floor.

In June 1965, Miss Heck retired because of poor health, and Mrs. Alfreda Hanna became the new librarian. Mrs. Hanna resigned in February 1966 because of the lack of library help, and Ted Goulden became the third librarian.



Ms. Hanna



Mr. Goulden

The present library committee is comprised of Drs. Melton, Crane, Tobias, McKenzie, Fiorica, Davis, John Ice, and Ted Goulden.

The main problem of the library at the present time is to stay within the assigned library space. The library is growing at the rate of 30 shelf-inches a week. The library budget is another problem. An equipment ceiling in the past couple of years has held the purchase of books and back issue journals to a minimum.

Footnotes

1. "Federal Aviation Agency Historical Fact Book: A Chronology, 1926-1963," P. 45, 1966.
2. *Ibid.*, p. 47.
3. *Ibid.*, p. 60.

HOW TO USE THE INDEX

The Index is organized in three sections:

1. **Chronological Index:** A cumulative list of all research reports from 1961 through 2002.
2. **Author Index:** All contributing authors, in alphabetical order.
3. **Subject Index:** Subjects, listed in alphabetical order.

Some examples are:

02-15 Lewis RJ, Johnson RD, and Canfield DV: An accurate method for the determination of carbon monoxide in postmortem blood using GC/TCD.

Above: This is an entry from the **Chronological Index** of research reports, shown in cumulative sequence.

Prinzo OV ---- 93-20, 95-15, 96-10, 96-20, 96-26, 98-17,
98-20, 01-8, 01-9, 02-5.

Left: This is an entry from the **Author Index**, which lists all of the research reports prepared by an author or co-author.

Human factors (also see: Performance)

...accident reporting system — Human Factors Analysis and Classification System, 00-7.

...air traffic control operational errors/deviations, role of shiftwork and fatigue, 99-2.

Left: An example of entries in the **Subject Index**; refers to all reports that pertain to a specific topic.

REPORT NUMBERS

01-2 McLean GA: Access to egress: A meta-analysis of the factors that control emergency evacuation through the transport airplane Type-III overwing exit. PB2001104655

Above: The first numbers (01-2) refer to the year and chronological number of the report. This is an abbreviated portion of the official number given each report and is found in the upper left of the report's cover page. The full report number of "01-2" is DOT/FAA/AM-01/2. The "PB2001104655" is appended to the report by the National Technical Information Service. Keep the number system in mind when ordering.

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- Abstracts and full text of all reports are available on the Civil Aerospace Medical Institute's Internet site at:
http://www.cami.jccbi.gov/aam-400A/Abstracts/Tech_Rep.htm
- A limited number of back issues are maintained by the Institute. Some requests may be filled by writing to:
FAA Civil Aerospace Medical Institute
Aerospace Medical Education Division, AAM-400
OAM Reports, P.O. Box 25082
Oklahoma City, OK 73125-5064

"Aviation Safety Through the Development and Application of Aeromedical Knowledge."

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Contents

Part I	
Chronological Index-----	1
Part II	
Author Index -----	51
Part III	
Subject Index -----	61

PART I: CHRONOLOGICAL INDEX

FAA Office of Aerospace Medicine Reports: 1961 through 2002

1961

- 61-1 Trites, D. K: Problems in air traffic management: I. Longitudinal prediction of effectiveness of air traffic controllers. AD268954

1962

- 62-1 Swearingen, J. J., Wheelwright, C. D., & Garner, J. D: An analysis of sitting areas and pressures of man. AD271138
- 62-2 Cobb, B. B., Jr: Problems in air traffic management: II. Prediction of success in air traffic controller school. N62-10354
- 62-3 Trites, D. K., & Cobb, B. B., Jr: Problems in air traffic management: III. Implications of age for training and job performance of air traffic controllers. N62-10353
- 62-4 Swearingen, J. J., & Mohler, S. R: Sonotropic effects of commercial air transport sound on birds. AD280212
- 62-5 Iampietro, P. F., & Goldman, R: Prediction of energy cost of treadmill work. AD280607
- 62-6 Balke, B: Human tolerances. AD421156
- 62-7 Hasbrook, A. H., & Earley, J. C: Failure of rearward-facing seat backs and resulting injuries in a survivable transport accident. AD421157
- 62-8 Smith, P. W: Toxic hazards in aerial application. AD421158
- 62-9 Hasbrook, A.H., Garner, J. D., & Snow, C. C: Evacuation pattern analysis of a survivable commercial aircraft crash. AD282893
- 62-10 Daugherty, J. W., Lacey, D. E., & Korty, P: Problems in aerial application: I. Some biochemical effects of lindane and dieldrin on vertebrates. AD288413
- 62-11 Hawkes, G. R: Tactile communication. AD288414
- 62-12 Dille, J.R., Newton, N. L., & Culver, J. F: The effects of simulated altitude on penetrating eye injuries. AD288415
- 62-13 Swearingen, J. J., Hasbrook, A. H., Snyder, R. G., & McFadden, E. B: Kinematic behavior of the human body during deceleration. AD283938
- 62-14 Swearingen, J. J: Determination of centers of gravity of man. AD287156
- 62-15 Gogel, W. C: The visual perception of size and distance. AD287197
- 62-16 Hawkes, G. R: Absolute identifications of cutaneous stimuli varying in both intensity level and duration. AD295134
- 62-17 Collins, W. E: Manipulation of arousal and its effects on human vestibular nystagmus induced by caloric irrigation and angular accelerations. AD290348
- 62-18 Hinshaw, L. B., Brake, C. M., Iampietro, P. F., & Emerson, T. E., Jr: Effect of increased venous pressure on renal hemodynamics. AD295137

Part I: Chronological Index

- 62-19 Snyder, R. G: A case of survival of extreme vertical impact in seated position. AD295136
- 62-20 Mohler, S. R: Civil aeromedical research: Responsibilities, aims, and accomplishments. AD295135
- 62-21 McFadden, E. B., Racke, J. W., & Young, J. W: An improved method for determining the efficiency of crew and passenger oxygen masks. AD297835
- 1963
- 63-1 Emerson, T. E., Jr., Hinshaw, L. B., Brake, C. M., & Iampietro, P. F: The development of reversible hematuria and oliguria following elevation of renal venous pressure. AD299775
- 63-2 Mohler, S. R., & Dille, J. R: Resume and index of reports of the Civil Aeromedical Research Institute, 1961-1962. AD431924
- 63-3 Collins, W. E: Observations on the elicitation of secondary and inverted primary nystagmus from the cat by unilateral caloric irrigation. AD413456
- 63-4 Daugherty, J. W., Lacey, D. E., & Korry, P: Problems in aerial application: II. Effects of chlorinated hydrocarbons on substratelinked phosphorylation. AD418504
- 63-5 Melton, C. E., Jr: Neural control of the ciliary muscle. AD413392
- 63-6 Balke, B: A simple field test for the assessment of physical fitness. AD413393
- 63-7 Tobias, J. V., & Jeffress, L. A: Relation of earphone transient response to measurement of onset-duration. AD413391
- 63-8 McKenzie, J. M., Fowler, P. R., & Lyne, P. J: Calibration of an electronic counter and pulse height analyzer for plotting erythrocyte volume spectra. AD425598
- 63-9 Swearingen, J. J., & McFadden, E. B: Studies of air loads on man. AD602207
- 63-10 Gogel, W. C: The perception of depth from binocular disparity. AD429827
- 63-11 Lategola, M. T: In vivo measurement of total gas pressure in mammalian tissue. AD425537
- 63-12 Nagle, F. J., Balke, B., Ganslen, R. V., & Davis, A. W: The mitigation of physical fatigue with Spartase. AD429001
- 63-13 Collins, W. E: Primary, secondary, and caloric nystagmus of the cat following habituation to rotation. AD428756
- 63-14 Collins, W. E: Nystagmus responses of the cat to rotation and to directionally equivalent and nonequivalent stimuli after unilateral caloric habituation. AD425565
- 63-15 Snyder, R. G: Human survivability of extreme impacts in free-fall. AD425412
- 63-16 Emerson, T. E., Jr., Brake, C. M., & Hinshaw, L. B: Mechanisms of action of the insecticide endrin. AD431299
- 63-17 Tobias, J. V: Application of a "relative" procedure to a problem in binaural beat perception. AD428899
- 63-18 Balke, B: Experimental evaluation of work capacity as related to chronological and physiological aging. AD431301
- 63-19 Wernick, J. S., & Tobias, J. V: A central factor in pure tone auditory fatigue. AD428737
- 63-20 Gogel, W. C: The visual perception of spatial extent. AD432587

- 63-21 Tang, P. C., & Dille, J. R: In-flight loss of consciousness; a case report. AD430394
- 63-22 Hinshaw, L. B., Page, B. B., Brake, C. M., Emerson, T. E., Jr., & Masucci, F. D: The mechanisms of intrarenal hemodynamic changes following acute arterial occlusion. AD431302
- 63-23 Higgins, E. A., Iampietro, P. F., Adams, T., & Holmes, D. D: The effects of a tranquilizer on body temperature. AD432484
- 63-24 Dille, J. R., & Smith, P. W: Central nervous system effects of chronic exposure to organophosphate insecticides. AD434090
- 63-25 Adams, T., Funkhouser, G. E., & Kendall, W. W: A method for the measurement of physiologic evaporative water loss. AD603418
- 63-26 Reins, D. A., Holmes, D. D., & Hinshaw, L. B: Acute and chronic effects of the insecticide endrin on renal function and renal hemodynamics. AD602206
- 63-27 Dille, J. R., Crane, C. R., & Pendergrass, G. E: The flammability of lip, face, and hair preparations in the presence of 100% oxygen. AD602204
- 63-28 Gogel, W. C: Size cues and the adjacency principle. AD602205
- 63-29 Collins, W. E: Task-control of arousal and the effects of repeated unidirectional angular acceleration on human vestibular responses. AD603419
- 63-30 Snyder, R. G., Ice, J., Duncan, J. C., Hyde, A. S., & Leverett, S., Jr: Biomedical research studies in acceleration. AD601531 Supplement—AD801793
- 63-31 Trites, D. K., & Cobb, B. B., Jr: Problems in air traffic management: IV. Comparison of preemployment, job-related experience with aptitude tests as predictors of training and job performance of air traffic control specialists. AD603416
- 63-32 Hinshaw, L. B., Emerson, T. E., Jr., & Brake, C. M: Mechanism of autoregulation in the intact kidney. AD603417
- 63-33 Dill, D. B., Robinson, S. Balke, B., & Newton, J. L: Work tolerance: Age and altitude. AD603932
- 63-34 Ganslen, R. V., Balke, B., Phillips, E. E., & Nagle, F: Effects of some tranquilizing, analeptic, and vasodilating drugs on physical work capacity and orthostatic tolerance. AD603930
- 63-35 Pearson, R. G: Human factors aspects of lightplane safety. AD603931
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1964

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- 64-3 Nagle, F. J., & Balke, M: The gradational step test for assessing cardiorespiratory capacity: An experimental evaluation of treadmill and step test procedures. AD456654
- 64-4 Spieth, W: Cardiovascular health status, age, and psychological performance. AD453578

Part I: Chronological Index

- 64-5 Moser, K. M: Current status of clot dissolution therapy. AD453579
- 64-6 Seipel, J. H., & Wentz, A. E: Unsuspected neurologic disease in aviation personnel: Survival following seizures in flight. AD453580
- 64-7 Houk, V. N., Hufnagel, C. A., McClenathan, J. E., and Moser, K. M: Chronic thrombotic obstruction of major pulmonary arteries. AD453581
- 64-8 Moser, K. M., Perry, R. B., and Luchsinger, P. C: Cardiopulmonary consequences of pyrogen-induced hyperpyrexia in man.
- 64-9 Freud, S. L: Duration of spiral aftereffect as a function of retinal size, retinal place, and hemiretinal transfer. AD618588
- 64-10 Freud, S. L: Duration as a measure of the spiral aftereffect. AD618589
- 64-11 Pinkerson, A. L., Kot, P. A., and Knowlan, D. M: Effect of glyceryl trinitrate on pulmonary vasculature of anesthetized dogs.
- 64-12 Scarborough, W. R: Comments on progress in ballistocardiographic research and the current state of the art. AD455651
- 64-13 Gogel, W. C: The size cue to visually perceived distance. AD456655
- 64-14 Capps, M. J., and Collins, W. E: Effects of bilateral caloric habituation on nystagmus responses of the cat. AD455652
- 64-15 Collins, W. E., and Huffman, H. W: Design and performance characteristics of a mechanically driven vestibular stimulator. AD456656
- 64-16 Tobias, J. V., Collins, W. E., and Allen, M. E: Aviation medicine translations: Annotated bibliography of recently translated material. II. AD456670
- 64-17 Freud, S. L: The physiological locus of the spiral aftereffect. AD611881
- 64-18 Melton, C. E., Jr: Physiological recordings from pilots operating an aircraft simulator. AD456671
- 64-19 Perloff, J. K: The recognition of strictly posterior myocardial infarction by conventional scalar electrocardiography. AD611882
- 64-20 FAA Aviation Medical Library: Aviation medical papers and reports: a bibliography. AD613364
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- 65-2 Collins, W. E., and Capps, M. J: Effects of several mental tasks on auditory fatigue. AD459637
- 65-3 Reighard, H. L: Medical services at airports. AD611883
- 65-4 Seipel, J. H., Ziemnowicz, S. A. R., and O'Doherty, D. S: Cranial impedance plethysmography—Rheoencephalography as a method of detection of cerebrovascular disease. AD611884
- 65-5 Hauty, G. T., Trites, D. K., and Berkley, W. J: Biomedical survey of ATC facilities: I. Incidence of self-reported symptoms. AD689806

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- 65-7 Mohler, S. R., Swearingen, J. J., McFadden, E. B., and Garner, J. D: Human factors of emergency evacuation. AD459638
- 65-8 Van Brummelen, A. G. W., Scarborough, W. R., and Josenhans, W. K. T: On the elimination of pulse wave velocity in stroke volume determination from the ultralow frequency displacement ballistocardiogram. AD612450
- 65-9 Lowenstein, O., Feinberg, R., and Loewenfeld, I: Pupillary movements during acute and chronic fatigue. AD612451
- 65-10 O'Connor, W. F., and Pearson, R. G: ATC system error and appraisal of controller proficiency. N66-16583
- 65-11 Gogel, W. C: The equidistance tendency and its consequences: Problems in depth perception. AD621432
- 65-12 Snyder, R. G: Survival of high-velocity free-falls in water. AD621021
- 65-13 Mohler, S. R: Fatigue in aviation activities. AD620022
- 65-14 Snow, C. C., and Hasbrook, A. H: The angle of shoulder slope in normal males as a factor in shoulder-harness design. AD653920
- 65-15 Scarborough, W. R. (Joint NASA-FAA publication): Ballistocardiography: a bibliography. N65-35520
- 65-16 Hauty, G. T., and Adams, T: Pilot fatigue: Intercontinental jet flight: Oklahoma City-Tokyo. AD621433
- 65-17 Allen, M. E., Collins, W. E., Tobias, J. V., and Crain, R. A: Aviation medicine translations: Annotated bibliography of recently translated material. III. AD617090
- 65-18 Collins, W. E: Adaptation to vestibular disorientation: I. Vertigo and nystagmus following repeated clinical stimulation. AD617091
- 65-19 Cobb, B. B., Jr: Problems in air traffic management: V. Identification and potential of aptitude test measures for selection of tower air traffic controller trainees. AD620722
- 65-20 Swearingen, J. J: Tolerances of the human face to crash impact. AD621434
- 65-21 Trites, D. K: Problems in air traffic management: VI. Interaction of training-entry age with intellectual and personality characteristics of air traffic control specialists. AD620721
- 65-22 Trites, D. K., Miller, M. C., and Cobb, B. B., Jr: Problems in air traffic management. VII. Job and training performance of air traffic control specialists—measurement, structure, and prediction. AD649292
- 65-23 Swearingen, J. J., and Young, J. W: Determination of centers of gravity of children, sitting and standing. AD661865
- 65-24 Collins, W. E: Adaptation to vestibular disorientation. II. Nystagmus and vertigo following high-velocity angular accelerations. AD621435
- 65-25 Feinberg, R., and Podolak, E: Latency of pupillary reflex to light stimulation and its relationship to aging. AD689809
- 65-26 Snow, C. C., and Snyder, R. G: Anthropometry of air traffic control trainees. N66-25185
- 65-27 Brake, C. M., Reins, D., Wittmers, L. E., and Hinshaw, L. B. Intrarenal hemodynamic changes following acute partial renal arterial occlusion. AD649263

Part I: Chronological Index

- 65-28 Hauty, G. T., and Adams, T: Phase shifts of the human circadian system and performance deficit during the periods of transition: I. East-West flight. AD639637
- 65-29 Hauty, G. T., and Adams, T: Phase shifts of the human circadian system and performance deficit during the periods of transition: II. West-East flight. AD689811
- 65-30 Hauty, G. T., and Adams, T: Phase shifts of the human circadian system and performance deficit during the periods of transition: III. North-South flight. AD689812
- 65-31 Pearson, R. G., Hunter, C. E., and Neal, G. L: Development and evaluation of a radar air traffic control research task. AD660198
- 65-32 Gogel, W. C., and Mertens, H. W: Problems in depth perception: A method of simulating objects moving in depth. AD660171
- 1966
- 66-1 Allen, M. E., and Mohler, S. R: Aviation medicine reports: An annotated catalog of Office of Aviation Medicine reports: 1961 through 1965. AD638732
- 66-2 Allen, M. E., and Crain, R. A: Aviation medicine translations: Annotated bibliography of recently translated material. IV. AD651907
- 66-3 Mohler, S. R., and Swearingen, J. J: Cockpit design for impact survival. AD687411
- 66-4 Tobias, J. V: A table of intensity increments. AD642113
- 66-5 Clark, G: Problems in aerial application: A comparison of the effects of dieldrin poisoning in cold-adapted and room-temperature mammals. N66-30197
- 66-6 Fiorica, V: Fatigue and stress studies: An improved semiautomated procedure for fluorometric determination of plasma catecholamines. AD653748
- 66-7 McFadden, E. B: Evaluation of the physiological protective efficiency of a new prototype disposable passenger oxygen mask. AD644118
- 66-8 Mohler, S. R: The predominant causes of crashes and recommended therapy. AD639779
- 66-9 Young, J. W: Selected facial measurements of children for oxygen mask design. AD640062
- 66-10 O'Connor, W. F., and Pendergrass, G. E: Effects of decompression on operator performance. AD675774
- 66-11 Hinshaw, L. B., Reins, D. A., Emerson, T. E., Jr., Rieger, J. A., Jr., Stavinoha, W. B., Fiorica, V., Solomon, L. A., and Holmes, D. D: Problems in aerial application: I.—V. AD660199
- 66-12 Swearingen, J. J: Injury potentials of light-aircraft instrument panels. AD642114
- 66-13 McFadden, E. B., and Simpson, J. M: Flotation characteristics of aircraft-passenger seat cushions. AD642349
- 66-14 Iampietro, P. F., Fiorica, V., Dille, J. R., Higgins, E. A., Funkhouser, G., and Moses, R: Problems in aviation personnel: Influence of a tranquilizer on temperature regulation in man. AD638733
- 66-15 O'Connor, W. F., Scow, J., and Pendergrass, G. E: Hypoxia and performance decrement. AD639780

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- 66-16 Lategola, M. T., Harrison, H. F., and Barnard, C: The aeromedical assessment of human systolic and diastolic blood-pressure transients without direct arterial puncture. AD639615
- 66-17 Naughton, J., Shanbour, K., Armstrong, R., McCoy, J., and Lategola, M. T: Problems in aeromedical certification: Cardiovascular responses to exercise following myocardial infarction. AD640970
- 66-18 Swearingen, J. J: Evaluation of head and face injury potential of current airline seats during crash decelerations. AD653869
- 66-19 Pearson, R. G: Performance tasks for operator-skills research. AD642115
- 66-20 McFadden, E. B., and Lategola, M. T: Evaluation of the Sierra hanging quick-don crew pressure-breathing oxygen mask. AD645493
- 66-21 Naughton, J., Lategola, M. T., and Shanbour, K: Clinical aviation medicine: A physical-conditioning program for cardiac patients. AD640969
- 66-22 Gogel, W. C., and Mertens, H. W: Problems in depth perception: Perceived size and distance of familiar objects. AD641477
- 66-23 Iampietro, P. F., and Adams, T: The achievement of thermal balance and its maintenance during environmental stress. AD642350
- 66-24 Agee, F. L., Jr., and Gogel, W. C: Problems in depth perception: Equidistance judgments in the vicinity of a binocular illusion. AD641476
- 66-25 Mohler, S. R., Freud, S. L., Veregge, J. E., and Umberger, E. L: Physician flight accidents. AD648768
- 66-26 Clark, G: Problems in aerial application: Histochemistry of Weil stain on liver. AD652599
- 66-27 Dille, J. R., and Morris, Edward W: Human factors in general aviation accidents. AD640971
- 66-28 Mohler, S. R: Oxygen in general aviation. AD645497
- 66-29 Mohler, S. R: Recent findings on the impairment of airmanship by alcohol. AD644119
- 66-30 Mohler, S. R., and Harper, C. R: Protecting the Ag pilot. AD641478
- 66-31 Von Rosenberg, C. W., Keen, F. R., and Mohler, S. R: The "stall barrier" as a new preventive in general aviation accidents. AD642351
- 66-32 Mohler, S. R., and Hasbrook, A. H: In-flight response to a new non-gyroscopic blind flight instrument. AD641479
- 66-33 Young, J. W: Recommendations for shoulder restraint installation in general aviation aircraft. AD646054
- 66-34 Clark, G: Problems in aerial application: A comparison of the acute effects of endrin and carbon tetrachloride on the livers of rats and of the residual effects one month after poisoning. AD645494
- 66-35 Melton, C. E., Jr., and Wicks, S. M: Pilot vision considerations: The effect of age on binocular fusion time. AD645495
- 66-36 Nagle, F. J., Naughton, J., and Balke, B: Clinical aviation medicine research: Comparison of simultaneous measurements of intra-aortic and auscultatory blood pressure with pressure-flow dynamics during rest and exercise. AD645496

Part I: Chronological Index

- 66-37 Collins, W. E: Adaptation to vestibular disorientation. III. Influence on adaptation of interrupting nystagmic eye movements with opposing stimuli. AD649615
- 66-38 Mertens, H. W: A homogeneous field for light adaptation.
- 66-39 Melton, C. E., Jr., Higgins, E. A., Saldivar, J. T., and Wicks, S. M: Exposure of men to intermittent photic stimulation under simulated IFR conditions. AD646872
- 66-40 Swearingen, J. J: Evaluation of various padding materials for crash protection. AD647048
- 66-41 McKenzie, J. M., and Fiorica, V: Physiological responses of pilots to severe-weather flying. AD646871
- 66-42 Garner, J. D., and Blethrow, J. G: Emergency evacuation tests of a crashed L-1649. AD645423
- 1967
- 67-1 Cobb, B. B., Jr: The relationships between chronological age, length of experience, and job performance ratings of air route traffic control specialists. AD661468
- 67-2 Mertens, R. A., and Collins, W. E: Adaptation to vestibular disorientation. IV. Responses to angular acceleration and to bilateral caloric stimulation following unilateral caloric habituation. AD653696
- 67-3 McFadden, E. B: Development of techniques for evaluating the physiological protective efficiency of civil aviation oxygen equipment. AD659498
- 67-4 McFadden, E. B., Reynolds, H. I., and Funkhouser, G. E: A protective passenger smoke hood. AD657436
- 67-5 Fowler, P. R., and McKenzie, J. M: Problems in aerial application: Detection of mild poisoning by organophosphorus pesticides using an automated method for cholinesterase activity. AD656211
- 67-6 Collins, W. E., and Guedry, F. E., Jr: Adaptation to vestibular disorientation. V. Eye-movement and subjective turning responses to two durations of angular acceleration. N67-38956
- 67-7 Guedry, F. E., Jr., and Collins, W. E: Adaptation to vestibular disorientation. VI. Eye-movement and subjective turning responses to varied durations of angular acceleration. AD671855
- 67-8 Lewis, M. F., and Ashby, F. K: Diagnostic tests of color-defective vision: Annotated bibliography, 1956-1966. AD660200
- 67-9 McFadden, E. B., Harrison, H. F., and Simpson, J. M: Performance characteristics of constant-flow phase dilution oxygen mask designs for general aviation. AD660201
- 67-10 Rowland, R. C., Jr., and Tobias, J. V: Interaural intensity difference limen. AD661235
- 67-11 Seipel, J. H: The biophysical basis and clinical applications of rheoencephalography. AD673082
- 67-12 Collins, W. E: Adaptation to vestibular disorientation. VII. Special effects of brief periods of visual fixation on nystagmus and sensations of turning. AD659192
- 67-13 Young, J. W: A functional comparison of basic restraint systems. AD660202
- 67-14 Swearingen, J. J: An evaluation of potential decompression hazards in small pressurized aircraft. AD660203
- 67-15 Melton, C. E., Jr., and Wicks, S. M: In-flight physiological monitoring of student pilots. AD665660

- 67-16 Lewis, M. F: Cross-modality matching of loudness to brightness for flashes of varying luminance and duration. AD664463
- 67-17 Funkhouser, G. E., and Billings, S. M: A portable device for the measurement of evaporative water loss. AD664465
- 67-18 Gogel, W. C: Cue-enhancement as a function of task-set. AD664466
- 67-19 Collins, W. E: Adaptation to vestibular disorientation. VIII. "Coriolis" vestibular stimulation and the influence of different visual surrounds. N68-16799
- 67-20 Gogel, W. C., and Mertens, H. W: Perceived depth between familiar objects. AD665293
- 67-21 Crane, C. R., and Sanders, D. C: Evaluation of a biocidal turbine-fuel-additive. AD665661
- 67-22 Mohler, S. R., Bedell, R. H. S., Ross, A., and Veregge, E. J: Aircraft accidents by older persons. AD663688
- 67-23 Veregge, E. J: Type airman certification as related to accidents. AD663688
- 67-24 Lewis, M. F., and Mertens, H. W: Reaction time as a function of flash luminance and duration. AD664464
- 67-25 Siegel, P. V: Aviation medicine, FAA-1966. AD675943
- 1968**
- 68-1 Index to FAA Office of Aviation Medicine Reports: 1961 through 1967. AD673666
- 68-2 Collins, W. E: Adaptation to vestibular disorientation: IX. Influence of head position on the habituation of vertical nystagmus. AD677460
- 68-3 Podolak, E., Kinn, J. B., and Westura, E. E: Biomedical applications of a commercial capacitance transducer. AD683292
- 68-4 Fiorica, V., Burr, M. J., and Moses, R: Contribution of activity to the circadian rhythm in excretion of magnesium and calcium. AD674416
- 68-5 Booze, C. F., Jr: Usage of combined airman certification by active airmen: An active airman population estimate. AD678947
- 68-6 Crosby, W. M., Snyder, R. G., Snow, C. C., and Hanson, P. G: Impact injuries in pregnancy. I. Experimental studies. AD674861
- 68-7 Allen, M. E., and Mertens, R. A: Aviation medicine translations: Annotated bibliography of recently translated material. V. AD673665
- 68-8 Mohler, S. R., Dille, J. R., and Gibbons, H. L: Circadian rhythms and the effects of long-distance flights. AD672898
- 68-9 Siegel, P. V., and Booze, C. F., Jr: A retrospective analysis of aeromedical certification denial actions. January 1961—December 1967. AD675521
- 68-10 Collins, W. E., and Schroeder, D. J: The spiral aftereffect: Influence of stimulus size and viewing distance on the duration of illusory motion. AD673644
- 68-11 Hasbrook, A. H., and Young, P. E: Pilot response to peripheral vision cues during instrument flying tasks. AD684804

Part I: Chronological Index

- 68-12 Hasbrook, A. H., and Young, P. E: Peripheral vision cues: Their effect on pilot performance during instrument landing approaches and recoveries from unusual attitudes. AD683305
- 68-13 Vaughan, J. A., Higgins, E. A., Funkhouser, G. E., and Galerston, E. M: The effects of body thermal state on manual performance. AD675522
- 68-14 Cobb, B. B., Jr: A comparative study of air traffic trainee aptitude-test measures involving Navy, Marine Corps, and FAA controllers. AD686669
- 68-15 Higgins, E. A., Davis, A. W., Jr., Fiorica, V., Iampietro, P. F., Vaughan, J. A., and Funkhouser, G. E: Effects of two antihistamine containing compounds upon performance at three altitudes. AD676502
- 68-16 Dille, J. R., and Mohler, S. R: Drug and toxic hazards in general aviation. AD686670
- 68-17 Thackray, R. I., and Pearson, D. W: The effects of cognitive appraisal of stress on heart rate and task performance. AD687413
- 68-18 Higgins, E. A., Davis, A. W., Jr., Vaughan, J. A., Funkhouser, G. E., and Galerston, E. M: The effects of alcohol at three simulated aircraft cabin conditions. AD686671
- 68-19 Snyder, R. G., and Snow, C. C: Fatal injuries resulting from extreme water impact. AD688424
- 68-20 Lewis, M. F: Two-flash thresholds as a function of flash luminance and area. AD686672
- 68-21 Tobias, J. V: Cockpit noise intensity: Fifteen single-engine light aircraft. AD686425
- 68-22 Hasbrook, A. H: A comparison of effects of peripheral vision cues on pilot performance during instrument flight in dissimilar aircraft simulators. AD688425
- 68-23 Fiorica, V: A table for converting pH to hydrogen ion concentration [H⁺] over the range 5-9. AD688120
- 68-24 Snyder, R. G., Snow, C. C., Crosby, W. M., Hanson, P., Fineg, J., and Chandler, R: Impact injury to the pregnant female and fetus in lap belt restraint. AD689359
- 68-25 Tobias, J. V: Cockpit noise intensity: Eleven twin-engine light aircraft. AD688111
- 68-26 Melton, C. E., Jr., Wicks, M., Saldivar, J. T., Morgan, J., and Vance, F. P: Physiological studies on air tanker pilots flying forest fire retardant missions. AD690090
- 68-27 Lewis, M. F., and Mertens, H. W: Assessment of the Broca-Sulzer phenomenon via inter- and intra-modality matching procedures: Studies of signal-light brightness. AD689358
- 68-28 Collins, W. E: Adaptation to vestibular disorientation. X. Modification of vestibular nystagmus and "vertigo" by means of visual stimulation. AD691405
- 1969
- 69-1 Melton, C. E., Jr., and Wicks, M: Binocular fusion time in sleep-deprived subjects. AD688426
- 69-2 Siegel, P. V., and Mohler, S. R: Medical factors in U.S. general aviation accidents. AD689740
- 69-3 Snyder, R. G., Snow, C. C., Young, J. W., Crosby, W. M., and Price, G. T: Pathology of trauma attributed to restraint systems in crash impacts. AD690415

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- 69-4 Snyder, R. G., Young, J. W., and Snow, C. C: Experimental impact protection with advanced restraint systems: Preliminary primate tests with air bag and inertia reel/inverted-Y yoke torso harness. AD695416
- 69-5 Snyder, R. G., Crosby, W. M., Snow, C. C., Young, J. W., and Hanson, Seat belt injuries in impact. AD698298
- 69-6 Chiles, W. D., Bruni, C. B., and Lewis, R. A: Methodology in the assessment of complex human performance: The effects of signal rate on monitoring a dynamic process. AD697943
- 69-7 Pearson, D. W., and Thackray, R. I: Consistency of performance change and autonomic response as a function of expressed attitude toward a specific stress situation. AD697944
- 69-8 Thackray, R. I: Patterns of physiological activity accompanying performance on a perceptual-motor task. AD697945
- 69-9 Chiles, W. D., Gibbons, H. L., and Smith, P. W: Effects of two common medications on complex performance. AD703631
- 69-10 Iampietro, P. F., Chiles, W. D., Higgins, E. A., Gibbons, H. L., Jennings, A. E., and Vaughan, J. A: Complex performance during exposure to high temperatures. AD703632
- 69-11 Booze, C. F., Jr: Occupations of active airmen. AD704474
- 69-12 Melton, C. E., Jr., Hoffmann, S. M., and Delafield, R. H: The use of a tranquilizer (chlordiazepoxide) in flight training. AD703221
- 69-13 Snyder, R. G., Snow, C. C., Young, J. W., Price, G. T., and Hanson, P. G: Experimental comparison of trauma in lateral (+Gy), rearwardfacing (+Gx), and forward-facing (-Gx) body orientations when restrained by lap belt only. AD707185
- 69-14 Chiles, W. D., and Jennings, A. E: Effects of alcohol on complex performance. AD703633
- 69-15 Williams, M. J., and Collins, W. E: The spiral aftereffect. II. Some influences of visual angle and retinal speed on the duration and intensity of illusory motion. AD703634
- 69-16 Chiles, W. D., Bruni, C. B., and Lewis, R. A: Methodology in the assessment of complex performance: The effects of signal rate on monitoring a static process. AD703635
- 69-17 Siegel, P. V., Gerathewohl, S. J., and Mohler, S. R: Time-zone effects on the long-distance air traveler. AD702443
- 69-18 Siegel, P. V., Mohler, S. R., and Cierebiej, A: The safety significance of aircraft accident post mortem findings. AD704473
- 69-19 Pearson, D. W., Clark, G., and Moore, C. M: A comparison of the behavioral effects of various levels of chronic disulfoton poisoning. AD704470
- 69-20 Collins, W. E., and Updegraff, B. P: Adaptation to vestibular disorientation. XI. The influence of specific and nonspecific gravireceptors on nystagmic responses to angular acceleration. AD704471
- 69-21 Thackray, R. I., and Touchstone, R. M: Recovery of motor performance following startle. AD704472
- 69-22 Swearingen, J. J., Badgley, J. M., Braden, G. E., and Wallace, T. F: Determination of centers of gravity of infants. AD708514
- 69-23 Brecher, M. H., and Brecher, G. A: Motor effects from visually induced disorientation in man. AD708425
- 69-24 Gerathewohl, S. J: Fidelity of simulation and transfer of training: A review of the problem. AD706744

Part I: Chronological Index

1970

- 70-1 Index to FAA Office of Aviation Medicine Reports: 1961 through 1969. AD714027
- 70-2 Brecher, M. H., and Brecher, G. A: Quantitative evaluation of optically induced disorientation. AD709329
- 70-3 Ryan, L. C., Endecott, B. R., Hanneman, G. D., and Smith, P. W: Effects of an organophosphorus pesticide on reproduction in the rat. AD709327
- 70-4 Crane, C. R., Sanders, D. C., and Abbott, J. K: Studies on the storage stability of human blood cholinesterases: I. AD714028
- 70-5 Higgins, E. A., Vaughan, J. A., and Funkhouser, G. E: Blood alcohol concentrations as affected by combinations of alcoholic beverage dosages and altitudes. AD709328
- 70-6 Tobias, J. V: Auditory processing for speech intelligibility improvement. AD717394
- 70-7 Hasbrook, A. H., and Rasmussen, P. G: Pilot heart rate during in-flight simulated instrument approaches in a general aviation aircraft. AD711268
- 70-8 Fiorica, V., Higgins, E. A., Lategola, M. T., Davis, A. W., Jr., and Iampietro, P. F: Physiological responses of men during sleep deprivation. AD713590
- 70-9 Gerathewohl, S. J., Morris, Everett W., and Sirkis, J. A: Anti-collision lights for the supersonic transport (SST). AD713488
- 70-10 Collins, W. E., Schroeder, D. J., Rice, N., Mertens, R. A., and Kranz, G: Some characteristics of optokinetic eye-movement patterns: A comparative study. AD715440
- 70-11 Revzin, A. M: Some acute and chronic effects of endrin on the brain. AD715452
- 70-12 Mohler, S. R: Physiologically tolerable decompression profiles for supersonic transport type certification. AD713055
- 70-13 Crane, C. R., Sanders, D. C., and Abbott, J. K: A comparison of three serum cholinesterase methods. AD715439
- 70-14 Karson, S., and O'Dell, J. W: Performance ratings and personality factors in radar controllers. AD715247
- 70-15 Lewis, M. F., and Mertens, H. W: Two-flash thresholds as a function of comparison stimulus duration. AD716645
- 70-16 Snow, C. C., Carroll, J. J., and Allgood, M. A: Survival in emergency escape from passenger aircraft. AD735388
- 70-17 Collins, W. E: Effective approaches to disorientation familiarization for aviation personnel. AD719003
- 70-18 Lategola, M. T., Fiorica, V., Booze, C. F., Jr., and Folk, E. D: Comparison of status variables among accident and nonaccident airmen from the active airman population. AD722148
- 70-19 Garner, J. D., and Blethrow, J. G: Evacuation tests from an SST mockup. AD720627
- 70-20 McFadden, E. B., and Smith, R. C: Protective smoke hood studies. AD727021
- 70-21 Lategola, M. T., and Harrison, H. F: A device and method for rapid indirect measurement of human systolic and diastolic blood pressures. AD722032
- 70-22 Iampietro, P. F: Tolerances to thermal extremes in aerospace activities. AD722001

1971

- 71-1 Tobias, J. V: Noise audiometry. AD723464
- 71-2 Melton, C. E., Jr., McKenzie, J. M., Polis, B. D., Funkhouser, G. E., and Iampietro, P. F: Physiological responses in air traffic control personnel: O'Hare Tower. AD723465
- 71-3 Swearingen, J. J: General aviation structures directly responsible for trauma in crash decelerations. AD728728
- 71-4 Iampietro, P. F: Use of skin temperature to predict tolerance to thermal environments. AD723466
- 71-5 Mertens, R. A., Goulden, D. R., Lacy, C. D., and Jones, K. N: Aviation medicine translations: Annotated bibliography of recently translated material. VI. AD723467
- 71-6 Schroeder, D. J: Alcohol and disorientation-related responses. I. Nystagmus and "vertigo" during caloric and optokinetic stimulation. AD728314
- 71-7 Thackray, R. I., and Jones, K. N: Effects of conflicting auditory stimuli on color-word interference and arousal. AD727018
- 71-8 Lategola, M. T: Biodynamic evaluation of air traffic control students between 1960-1963. AD726254
- 71-9 Cierebiej, A., Mohler, S. R., and Stedman, V. G: Physician pilot- in-command flight accidents, 1964 through 1970. AD724286
- 71-10 Gerathewohl, S. J., Mohler, S. R., and Siegel, P. V: Medical and psychological aspects of mass air transportation. AD726286
- 71-11 Fiorica, V., Burr, M. J., and Moses, R: Effects of low-grade hypoxia on performance in a vigilance situation. AD727019
- 71-12 Swearingen, J. J: Acceptance tests of various upper torso restraints. AD726253
- 71-13 Swearingen, J. J: Tolerances of the human brain to concussion. AD726287
- 71-14 Smith, R. C: Assessment of a "stress" response-set in the Composite Mood Adjective Check List. AD727020
- 71-15 Fiorica, V., and Moses, R: Automated differential fluorometric analysis of norepinephrine and epinephrine in blood plasma and urine. AD729535
- 71-16 Schroeder, D. J: Alcohol and disorientation-related responses. II. Nystagmus and "vertigo" during angular acceleration. AD730629
- 71-17 Chiles, W. D., Iampietro, P. F., Higgins, E. A., Vaughan, J. A., West, G., and Funkhouser, G. E: Combined effects of altitude and high temperature on complex performance. AD729536
- 71-18 Gibbons, H. L., and Fromhagen, C: Aeromedical transportation and general aviation. AD728315
- 71-19 Lategola, M. T: Changes in cardiovascular health parameters over an eight-year interval in an ATC population segment. AD729537
- 71-20 Collins, W. E., Gilson, R. D., Schroeder, D. J., and Guedry, F. E., Jr: Alcohol and disorientation-related responses. III. Effects of alcohol ingestion on tracking performance during angular acceleration. AD728843

Part I: Chronological Index

- 71-21 Smith, R. C., Melton, C. E., Jr., and McKenzie, J. M: Affect adjective check list assessment of mood variations in air traffic controllers. AD729832
- 71-22 Brecher, M. H., and Brecher, G. A: Effect of a moving optical environment on the subjective median. AD728316
- 71-23 Melton, C. E., Jr., and Fiorica, V: Physiological responses of low-time private pilots to cross-country flying. AD728317
- 71-24 Hasbrook, A. H., and Rasmussen, P. G: Aural glide slope cues: Their effect on pilot performance during in-flight simulated ILS instrument approaches, AD731848
- 71-25 Norwood, G. K: The philosophy and limitations of FAA aeromedical standards, policies, and procedures. AD729538
- 71-26 Friedberg, W., and Nelson, J. M: Calibration of the Concorde radiation detection instrument and measurements at SST altitude. AD732789
- 71-27 Lewis, M. F., and Steen, J. A: Color-defective vision and the recognition of aviation color signal light flashes. AD729539
- 71-28 Chiles, W. D., and Smith, R. C: A nonverbal technique for the assessment of general intellectual ability in selection of aviation personnel. AD728844
- 71-29 Thackray, R. I., Touchstone, R. M., and Jones, K. N: The effects of simulated sonic booms on tracking performance and autonomic response. AD729833
- 71-30 Smith, R. C., Cobb, B. B., Jr., and Collins, W. E: Attitudes and motivational factors in terminal area air traffic control work. AD730630
- 71-31 Mehling, K. D., Collins, W. E., and Schroeder, D. J: The spiral aftereffect: III. Some effects of perceived size, retinal size, and retinal speed on the duration of illusory motion. AD729834
- 71-32 Steen, J. A., and Lewis, M. F: Color defective vision and day and night recognition of aviation color signal light flashes. AD730631
- 71-33 Mohler, S. R., and Gerathewohl, S. J: Civil aeromedical standards for general-use aerospace transportation vehicles. AD728318
- 71-34 Gilson, R. D., Schroeder, D. J., Collins, W. E., and Guedry, F. E., Jr: Alcohol and disorientation-related responses. IV. Effects of different alcohol dosages and display illumination on tracking performance during vestibular stimulation. AD729835
- 71-35 Smith, R. C: Personality assessment in aviation: An analysis of the item ambiguity characteristics of the 16PF and MMPI. AD736266
- 71-36 Cobb, B. B., Jr., Lay, C. D., and Bourdet, N. M: The relationship between chronological age and aptitude test measures of advanced-level air traffic control trainees. AD733830
- 71-37 McFadden, E. B., and Young, J. W: Evaluation of an improved flotation device for infants and small children. AD729836
- 71-38 Norwood, G. K: Senior aviation medical examiners conducting FAA first-class medical examinations. AD731849
- 71-39 Hill, R. J., Collins, W. E., and Schroeder, D. J: Alcohol and disorientation-related responses: V. The influence of alcohol on positional, rotatory, and coriolis vestibular responses over 32-hour periods. AD735389

- 71-40 Cobb, B. B., Jr: Air traffic aptitude test measures of military and FAA controller trainees. AD737871
- 71-41 Higgins, E. A., Fiorica, V., Davis, H. V., and Thomas, A. A: The acute toxicity of brief exposure of HF, HCl, and NO₂ and HCN singly and in combination with CO. AD735160
- 71-42 Mertens, H. W., and Lewis, M. F: Discrimination of short-duration (two-pulse) flashes as a function of signal luminance and method of measurement. AD737872
- 1972
- 72-1 Dille, J. R., and Grimm, M. H: Index to FAA Office of Aviation Medicine Reports: 1961 through 1971. AD742607
- 72-2 Yanowitch, R. E., Mohler, S. R., and Nichols, E. A: The psycho-social reconstruction inventory: A postdictal instrument in aircraft accident investigation. AD738464
- 72-3 Sirkis, J. A: The benefits of the use of shoulder harness in general aviation aircraft. AD739943
- 72-4 Billings, C. E., Wick, R. L., Jr., Gerke, R. J., and Chase, R. C: The effects of alcohol on pilot performance during instrument flight. AD740778
- 72-5 Chiles, W. D., Jennings, A. E., and West, G: Multiple-task performance as a predictor of the potential of air traffic controller trainees. AD741736
- 72-6 Lowrey, D. L., Langston, E. D., Reed, W., and Swearingen, J. J: Effectiveness of restraint equipment in enclosed areas. AD739944
- 72-7 Langston, E. D., and Swearingen, J. J: Evaluation of a fiberglass instrument glare shield for protection against head injury. AD740732
- 72-8 Zeiner, A. R., and Brecher, G. A: Effects of backscatter of brief high-intensity light on physiological responses of instrument-rated pilots and non-pilots. AD744234
- 72-9 Rasmussen, P. G., and Hasbrook, A. H: Pilot tracking performance during successive in-flight simulated instrument approaches. AD743392
- 72-10 McFadden, E. B: Physiological evaluation of a modified jet transport passenger oxygen mask. AD743422
- 72-11 Chiles, W. D., and Jennings, A. E: Effects of alcohol on a problem-solving task. AD743423
- 72-12 Crane, C. R., Sanders, D. C., and Abbott, J. K: A comparison of serum cholinesterase methods: II. AD744866
- 72-13 Booze, C. F., Jr: Attrition from active airman status during 1970. AD742608
- 72-14 Thackray, R. I., Jones, K. N., and Touchstone, R. M: The color- word interference test and its relation to performance impairment under auditory distraction. AD743424
- 72-15 Swearingen, J. J., Wallace, T. F., Blethrow, J. G., and Rowlan, D. E: Crash survival analysis of 16 agricultural aircraft accidents. AD745257
- 72-16 Jones, K. N., Goulden, D. R., and Grimm, E. J: Aviation medicine translations: Annotated bibliography of recently translated material. VII. AD747125
- 72-17 Iampietro, P. F., Melton, C. E., Jr., Higgins, E. A., Vaughan, J. A., Hoffman, S. M., Funkhouser, G. E., and Saldivar, J. T: High temperature and performance in a flight task simulator. AD746057

Part I: Chronological Index

- 72-18 Cobb, B. B., Jr., and Mathews, J. J.: A proposed new test for aptitude screening of air traffic controller applicants. AD746058
- 72-19 Chiles, W. D., and West, G.: Residual performance effects of simulated sonic booms introduced during sleep. AD747989
- 72-20 Lategola, M. T.: The use of simple indicators for detecting potential coronary heart disease susceptibility in the air traffic controller population. AD747990
- 72-21 Jennings, A. E., Chiles, W. D., and West, G.: Methodology in the measurement of complex human performance: Two-dimensional compensatory tracking. AD745259
- 72-22 Cobb, B. B., Jr., Mathews, J. J., and Lay, C. D.: A comparative study of female and male air traffic controller trainees. AD751312
- 72-23 Smith, R. C.: A study of the State-Trait Anxiety Inventory and the assessment of stress under simulated conditions. AD747991
- 72-24 Smith, R. C., and Hutto, G. L.: Sonic booms and sleep: Affect change as a function of age. AD749277
- 72-25 Thackray, R. I., Jones, K. N., and Touchstone, R. M.: Self-estimate of distractibility as related to performance decrement on a task requiring sustained attention. AD751396
- 72-26 Lategola, M. T.: The use of simple indicators for detecting potential coronary heart disease susceptibility in the third-class airman population. AD749278
- 72-27 Karim, B., Bergey, K. H., Chandler, R. F., Hasbrook, A. H., Purswell, J. L., and Snow, C. C.: A preliminary study of maximal control force capability of female pilots. AD753987
- 72-28 Mohler, S. R.: G effects on the pilot during aerobatics. AD751397
- 72-29 Lewis, M. F., Mertens, H. W., and Steen, J. A.: Behavioral changes from chronic exposure to pesticides used in aerial application: Effects of Phosdrin on the performance of monkeys and pigeons on variable interval reinforcement schedules. AD749893
- 72-30 Folk, E. D., Garner, J. D., Cook, E. A., and Broadhurst, J. L.: GPSS/360 computer models to simulate aircraft passenger emergency evacuation. AD755542
- 72-31 Tobias, J. V.: Binaural processing of speech in light aircraft. AD753637
- 72-32 Tobias, J. V.: Auditory effects of noise on air-crew personnel. AD757239
- 72-33 Cobb, B. B., Jr., Mathews, J. J., and Nelson, P. L.: Attrition-retention rates of air traffic controller trainees recruited during 1960-1963 and 1968-1970. AD757933
- 72-34 Schroeder, D. J., Gilson, R. D., Guedry, F. E., and Collins, W. E.: Alcohol and disorientation-related responses. VI. Effects of alcohol on eye movements and tracking performance during laboratory angular accelerations about the yaw and pitch axes. AD766937
- 72-35 Collins, W. E., and Iampietro, P. F.: Simulated sonic booms and sleep: Effects of repeated booms of 1.0 psf. AD762988

1973

- 73-1 Braden, G. E., Reed, W., and Swearingen, J. J: Application of commercial aircraft accident investigation techniques to a railroad derailment. AD764188
- 73-2 Smith, R. C: Job attitudes of air traffic controllers: A comparison of three air traffic control specialties. AD763508
- 73-3 Revzin, A. M: Subtle changes in brain functions produced by single doses of mevinphos (Phosdrin). AD763509
- 73-4 Revzin, A. M: Transient blindness due to the combined effects of mevinphos and atropine. AD763555
- 73-5 Yanowitch, R. E., Bergin, J. M., and Yanowitch, E. A: The aircraft as an instrument of self-destruction. AD763556
- 73-6 Lewis, M. F: Frequency of anticollision observing responses by solo pilots as a function of traffic density, ATC traffic warnings, and competing behavior. AD763557
- 73-7 Cobb, B. B., Jr., Nelson, P. L., and Mathews, J. J: The relationships of age and ATC experience to job performance rating of terminal area traffic controllers. AD773449
- 73-8 Booze, C. F., Jr: Prevalence and incidence of disease among airmen medically certified during 1965. AD773544
- 73-9 Hasbrook, A. H., and Rasmussen, P. G: In-flight performance of civilian pilots using moving-aircraft and moving-horizon attitude indicators. AD773450
- 73-10 Lategola, M. T., Lynn, C. A., Folk, E. D., Booze, C. F., Jr., and Lyne, P. J: Height and weight errors in aeromedical certification data. AD773452
- 73-11 Thackray, R. I., Rylander, R., and Touchstone, R. M: Sonic boom startle effects: Report of a field study. AD773451
- 73-12 Lewis, M. F., and Ferraro, D. P: Flying high: The aeromedical aspects of marihuana. AD775889
- 73-13 Tobias, J. V., and Irons, F. M: Reception of distorted speech. AD777564
- 73-14 Thackray, R. I., Jones, K. N., and Touchstone, R. M: Personality and physiological correlates of performance decrement on a monotonous task requiring sustained attention. AD777825
- 73-15 Smith, R. C., and Melton, C. E., Jr: Susceptibility to anxiety and shift difficulty as determinants of state anxiety in air traffic controllers. AD777565
- 73-16 Thackray, R. I., Touchstone, R. M., and Bailey, J. P: A comparison of the startle effects resulting from exposure to two levels of simulated sonic booms. AD777581
- 73-17 Schroeder, D. J., Collins, W. E., and Elam, G. W: Effects of secobarbital and d-amphetamine on tracking performance during angular acceleration. AD777582
- 73-18 Steen, J. A., Collins, W. E., and Lewis, M. F: Utility of several clinical tests of color-defective vision in predicting daytime and nighttime performance with the aviation signal light gun. AD777563
- 73-19 Constant, G. N., Goulden, D. R., and Grimm, E. J: Aviation medicine translations: Annotated bibliography of recently translated material. VIII. AD776136
- 73-20 Tobias, J. V., and Irons, F. M: Ear-protector ratings. AD779552

Part I: Chronological Index

- 73-21 Melton, C. E., Jr., McKenzie, J. M., Polis, B. D., Hoffmann, S. M., and Saldivar, J. T: Physiological responses in air traffic control personnel: Houston Intercontinental Tower. AD777838
- 73-22 Melton, C. E., Jr., McKenzie, J. M., Smith, R. C., Polis, B. D., Higgins, E. A., Hoffmann, S. M., Funkhouser, G. E., and Saldivar, J. T: Physiological, biochemical, and psychological responses in air traffic control personnel: Comparison of the 5-day and 2-2-1 shift rotation patterns. AD778214
- 73-23 Leeper, R. C., Hasbrook, A. H., and Purswell, J. L: Study of control force limits for female pilots. AD777839
- 1974
- 74-1 Dille, J. R., and Grimm, M. H: Index to FAA Office of Aviation Medicine Reports: 1961 through 1973. AD779553
- 74-2 Mathews, J. J., Collins, W. E., and Cobb, B. B: A sex comparison of reasons for attrition of nonjourneyman FAA air traffic controllers. AD780558
- 74-3 Collins, W. E: Adaptation to vestibular disorientation. XII. Habituation of vestibular responses: an overview. AD780562
- 74-4 Young, J. W., Fisher, R. G., Price, G. T., and Chandler, R. F: Experimental trauma of occipital impacts. AD780668
- 74-5 Booze, C. F., Jr: Characteristics of medically disqualified airman applicants during calendar year 1971. AD781684
- 74-6 Lategola, M. T., and Layne, P. J: Amplitude/frequency differences in a supine resting single-lead electrocardiogram of normal versus coronary heart diseased males. AD781685
- 74-7 Mathews, J. J., Collins, W. E., and Cobb, B. B., Jr: Job-related attitudes of nonjourneyman FAA air traffic controllers and former controllers: a sex comparison. AD787238
- 74-8 Cobb, B. B., Jr., and Nelson, P. L: Aircraft-pilot and other pre-employment experience as factors in the selection of air traffic controller trainees. ADA001039
- 74-9 Thackray, R. I., Touchstone, R. M., and Bailey, J. P: Behavioral, autonomic, and subjective reactions to low- and moderate-level sonic booms: A report of two experiments and a general evaluation of sonic boom startle effects. ADA002266
- 74-10 Chiles, W. D., and West, G: Multiple-task performance as a predictor of the potential of air traffic controller trainees: A followup study. ADA002920
- 74-11 Melton, C. E., Jr., McKenzie, J. M., Saldivar, J. T., and Hoffmann, S. M: Comparison of Opa Locka Tower with other ATC facilities by means of a biochemical stress index. ADA008378
- 74-12 Smith, R. C: A realistic view of the people in air traffic control. ADA006789
- 1975
- 75-1 Jones, K. N., Steen, J. A., and Collins, W. E: Predictive validities of several clinical color vision tests for aviation signal light gun performance. ADA006792
- 75-2 Snow, C. C., Reynolds, H. M., and Allgood, M. A: Anthropometry of airline stewardesses. ADA012965
- 75-3 Mathews, J. J., Cobb, B. B., Jr., and Collins, W. E: Attitudes on en route air traffic control training and work: A comparison of recruits initially trained at the FAA Academy and recruits initially trained at assigned centers. ADA013343

- 75-4 Collins, W. E., Lennon, A. O., and Grimm, E. J: The use of vestibular tests in civil aviation medical examinations: Survey of practices and proposals by aviation medical examiners. ADA015087
- 75-5 Ryan, L. C., Gerathewohl, S. J., Mohler, S. R., and Booze, C. F., Jr: To see or not to see: Visual acuity of pilots involved in midair collisions. ADA016277
- 75-6 Lewis, M. F., Ferraro, D. P., Mertens, H. W., and Steen, J. A: Interaction between marihuana and altitude on a complex behavioral task in baboons. ADA020680/5GI
- 75-7 Melton, C. E., Jr., Smith, R. C., McKenzie, J. M., Saldivar, J. T., Hoffmann, S. M., and Fowler, P. R: Stress in air traffic controllers: Comparison of two air route traffic control centers on different shift rotation patterns. ADA020679/7GI
- 75-8 Thackray, R. I., Bailey, J. P., and Touchstone, R. M: Physiological, subjective, and performance correlates of reported boredom and monotony while performing a simulated radar control task. ADA025426/8GI
- 75-9 Smith, R. C., Rana, B., and Taylor, D. K: An evaluation of the effectiveness of the FAA Management Training School. ADA025254/4GI
- 75-10 Higgins, E. A., Chiles, W. D., McKenzie, J. M., Iampietro, P. F., Winget, C. M., Funkhouser, G. E., Burr, M. J., Vaughan, J. A., and Jennings, A. E: The effects of a 12-hour shift in the wake-sleep cycle on the physiological and biochemical responses and on multiple-task performance. ADA021518/GGI
- 75-11 Tobias, J. V: Earplug ratings based on the protector-attenuation rating (P-AR). ADA024756/9GI
- 75-12 Hasbrook, A. H., Rasmussen, P. G., and Willis, D. M: Pilot performance and heart rate during in-flight use of a compact instrument display. ADA021519/4GI
- 75-13 Reynolds, H. M., and Allgood, M. A: Functional strength of commercial-airline stewardesses. ADA021836/2GI
- 75-14 Higgins, E. A., Chiles, W. D., McKenzie, J. M., Iampietro, P. F., Vaughan, J. A., Funkhouser, G. E., Burr, M. J., Jennings, A. E., and West, G: The effects of dextroamphetamine on physiological responses and complex performance during sleep loss. ADA021520/2GI
- 1976
- 76-1 Jennings, A. E., and Chiles, W. D: An investigation of time-sharing ability as a factor in complex performance. ADA031881/GGA
- 76-2 Smith, R. C., and Melton, C. E: Effects of ground trainer use on the psychological and physiological states of students in private pilot training. ADA024704/9GI
- 76-3 Tobias, J. V: Massed versus distributed practice in learned improvement of speech intelligibility. ADA024705/GGI
- 76-4 Constant, G. N., Grimm, E. J., Goulden, D. R., and Murcko, L. E: Aviation medicine translations: Annotated bibliography of recently translated material. IX. ADA031492/2GA
- 76-5 Vaughan, J. A., and Welsh, K. W: Visual evaluation of smoke-protective devices. ADA031493/0GI
- 76-6 Cobb, B. B., Jr., Young, C. L., and Rizzuti, B. L: Education as a factor in the selection of air traffic controller trainees. ADA031880/8GI
- 76-7 Dille, J. R., and Booze, C. F., Jr: Accident experience of civilian pilots with static physical defects. ADA029431/4GI

Part I: Chronological Index

- 76-8 Reighard, H. L: Aviation medicine. ADA032558/9GI
- 76-9 Young, J. W., Reynolds, H. M., McConville, J. T., Snyder, R. G., and Chandler, R. F: Development and evaluation of masterbody forms for 3- and 6-year-old-child dummies. ADA037547/7GI
- 76-10 Dark, S. J: Characteristics of medically disqualified airman applicants in calendar years 1973 and 1974. ADA032603/3GI
- 76-11 Higgins, E. A., Chiles, W. D., McKenzie, J. M., Funkhouser, G. E., Burr, M. J., Jennings, A. E., and Vaughan, J. A: Physiological, biochemical, and multiple-task-performance responses to different alterations of the wake-sleep cycle. ADA033889/7GI
- 76-12 Collins, W. E: Some effects of sleep deprivation on tracking performance in static and dynamic environments. ADA033331/0GI
- 76-13 Melton, C. E., Jr., Smith, R. C., McKenzie, J. M., Hoffmann, S. M., and Saldivar, J. T: Stress in air traffic controllers: Effects of ARTS-III. ADA034752/GGI
- 76-14 Lentz, J. M., and Collins, W. E: Three studies of motion sickness susceptibility. ADA036284/8GI
- 76-15 McKenzie, J. M: The aeromedical significance of sickle-cell trait. ADA038466/9GI
- 1977
- 77-1 Mureko, L. E., and Dille, J. R: Index to FAA Office of Aviation Medicine Reports: 1961 through 1976. ADA037234/2GI
- 77-2 Welsh, K. W., Vaughan, J. A., and Rasmussen, P. G: Survey of cockpit visual problems of senior pilots. ADA037587/3GI
- 77-3 Lategola, M. T., Flux, M., and Lyne, P. J: Spirometric assessment of potential respiratory impairment in general aviation airmen. ADA038296/0
- 77-4 Valdez, C. D: Ten-year survey of altitude chamber reactions using the FAA training chamber flight profiles. ADA03723/9GI
- 77-5 Saldivar, J. T., Hoffmann, S. M., and Melton, C. E: Sleep in air traffic controllers. ADA038297/8GI
- 77-6 Gerathewohl, S. J: Psychophysiological effects of aging: Developing a functional age index for pilots: I. A survey of the pertinent literature. ADA04032/0GI
- 77-7 Welsh, K. W., Rasmussen, P. G., and Vaughan, J. A: Intermediate visual acuity of presbyopic individuals with and without distance and bifocal lens corrections. ADA038538/5GI
- 77-8 Hanneman, G. D., Higgins, E. A., Price, G. T., Funkhouser, G. E., Grape, P. M., and Snyder, L: A study of effects of hyperthermia on large, short-haired male dogs: A simulated air transport environmental stress. ADA040432/7GI
- 77-9 Crane, C. R., Sanders, D. C., Endecott, B. R., Abbott, J. K., and Smith, P. W: Inhalation toxicology: I. Design of a small-animal test system. II. Determination of the relative toxic hazards of 75 aircraft cabin materials. ADA043646/9GI
- 77-10 Booze, C. F., Jr: An epidemiologic investigation of occupation, age, and exposure in general aviation accidents. ADA040978/9GI

- 77-11 Blethrow, J. G., Garner, J. D., Lowrey, D. L., Busby, D. E., and Chandler, R. F: Emergency escape of handicapped air travelers. ADA043269/0GI
- 77-12 Mertens, H. W: Perceived orientation of a runway model in nonpilots during simulated night approaches to landing. ADA044553/GGI
- 77-13 Welsh, K. W., Rasmussen, P. G., and Vaughan, J. A: Readability of alphanumeric characters having various contrast levels as a function of age and illumination mode. ADA044554/4GI
- 77-14 Welsh, K. W., Rasmussen, P. G., and Vaughan, J. A: Refractive error characteristics of early and advanced presbyopic individuals. ADA044555/1GI
- 77-15 Chiles, W. D: Objective methods for developing indices of pilot workload. ADA044556/9GI
- 77-16 Lategola, M. T., Flux, M., and Lyne, P. J: Altitude tolerance of general aviation pilots with normal or partially impaired spirometric function. ADA044557/7GI
- 77-17 Higgins, E. A., Chiles, W. D., McKenzie, J. M., Davis, A. W., Jr., Funkhouser, G. E., Jennings, A. E., Mullen, S. R., and Fowler, P. R: Effects of lithium carbonate on performance and biomedical functions. ADA044824/1GI
- 77-18 Thackray, R. I., Bailey, J. P., and Touchstone, R. M: The effect of increased monitoring load on vigilance performance using a simulated radar display. ADA044558/5GI
- 77-19 Smith, P. W., Robinson, C. P., Zelenski, J. D., and Endecott, B. R: The role of monamine oxidase inhibition in the acute toxicity of chlordimeform. ADA045507/1GI
- 77-20 Dille, J. R., and Booze, C. F: The 1975 accident experience of civilian pilots with static physical defects. ADA045429/8GI
- 77-21 Smith, R. C., and Hutto, G. L: Job attitudes of airway facilities personnel. ADA04641/3GI
- 77-22 Revzin, A. M: Functional localization in the nucleus rotundus. ADA047717/4GI
- 77-23 Melton, C. E., Smith, R. C., McKenzie, J. M., Wicks, S. M., and Saldivar, J. T: Stress in air traffic personnel: Low-density towers and flight service stations. ADA046826/4GI
- 77-24 Collins, W. E., Hasbrook, A. H., Lennon, A. O., and Gay, D. J: Disorientation training in FAA-certificated flight and ground schools: a survey. ADA047718/2GI
- 77-25 Dailey, J. T., and Pickrel, E. W: Development of new selection tests for air traffic controllers. ADA049049/0GI
- 1978**
- 78-1 McFadden, E. B. (Ed.): Flotation and survival equipment studies. ADA051869/GGI
- 78-2 Revzin, A. M: Effects of ethanol on visual unit activity in the thalamus. ADA05092/4GI
- 78-3 Pollard, D. W., Garner, J. D., Blethrow, J. G., and Lowrey, D. L: Passenger flow rates between compartments: Straight-segmented stairways, spiral stairways, and passageways with restricted vision and changes of attitude. ADA05148/1GI
- 78-4 deSteiguer, D., Pinski, M. S., Bannister, J. R., and McFadden, E. B: Aircrew and passenger protective breathing equipment studies. ADA05100/4GI

Part I: Chronological Index

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- 78-16 Gerathewohl, S. J: Psychophysiological effects of aging: Developing a functional age index for pilots: II. Taxonomy of psychological factors. ADA054356/1GI
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- 78-26 Robinson, C. P., Beiergrohslein, D., Smith, P. W., and Crane, C. R: Reactions of methamidophos with mammalian cholinesterases. ADA058683/4GI
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Part I: Chronological Index

1979

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- 1980
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Part I: Chronological Index

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- 80-19 Dark, S.J: Characteristics of medically disqualified airman applicants in calendar years 1977 and 1978. ADA098766/9
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- 81-14 Dille, J. R., and Booze, C. F., Jr: The prevalence of visual deficiencies among 1979 general aviation accident airmen. ADA106489/8
- 81-15 Collins, W. E., Mastrullo, A. R., Kirkham, W. R., Taylor, D. K., and Grape, P. M: An analysis of civil aviation propeller-to-person accidents: 1965-1979. ADA105365/1
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- 82-6 Mertens, H. W., and Lewis, M. F: Effects of approach lighting and variation in visible runway length on perception of approach angle in simulated night landings. ADA114742/0
- 82-7 Kirkham, W. R., Wicks, S. M., and Lowrey, D. L: Crashworthiness studies: Cabin, seat, restraint, and injury findings in selected general aviation accidents. ADA114878/2
- 82-8 Pollard, D. W., Folk, E. D., and Chandler, R. F: Flight attendant injuries: 1971-1976. ADA114909/5
- 82-9 Reynolds, H. M., Snow, C. C., and Young, J. W: Spatial geometry of the human pelvis. ADA118238/5
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- 82-14 Norwood, G., and Jordan, J. L: Regulatory aviation medicine: Its philosophies and limitations. ADA124043/1

Part I: Chronological Index

- 82-15 Lacefield, D. J., Roberts, P. A., and Grape, P. M: Carbon monoxide in-flight incapacitation: An occasional toxic problem in aviation. ADA123849/2
- 82-16 Thackray, R. I., and Touchstone, R. M: Performance of 40- to 50-year- old subjects on a radar monitoring task: The effects of wearing bifocal glasses and interpolated rest periods on target detection time. ADA123843/5
- 82-17 Melton, C. E: Physiological stress in air traffic controllers: A review. ADA123853/4
- 82-18 Boone, J. O: Functional aging in pilots: An examination of a mathematical model based on medical data on general aviation pilots. ADA123756/9
- 82-19 Schroeder, D. J., Collins, W. E., and Elam, G. W: Effects of some motion sickness suppressants on tracking performance during angular accelerations. ADA123839/3
- 1983
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- 83-3 Coltman, J. W: Design and test criteria for increased energy-absorbing seat effectiveness. ADA1280125/5
- 83-4 Mertens, H. W., McKenzie, J. M., and Higgins, E. A: Some effects of smoking withdrawal on complex performance and physiological responses. ADA126551/1
- 83-5 Dark, S. J: Characteristics of medically disqualified airline pilots. ADA127429/9
- 83-6 VanDeventer, A. D., Taylor, D. K., Collins, W. E., and Boone, J. O: Three studies of biographical factors associated with success in air traffic control specialist screening/training at the FAA Academy. ADA128784/6
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- 83-9 Boone, J. O: Radar Training Facility initial validation. ADA133220/4
- 83-10 deSteiguer, D., and Saldivar, J. T: An analysis of potential breathing devices intended for use by aircraft passengers. ADA132648/7
- 83-11 Pickrel, E. W., and Convey, J. J: Color perception and ATC job performance. ADA132649/5
- 83-12 Crane, C. R., Sanders, D. C., Endecott, B. R., and Abbott, J. K: Inhalation toxicology: III. Evaluation of thermal degradation products from aircraft and automobile engine oils, aircraft hydraulic fluid, and mineral oil. ADA133221/2
- 83-13 Thackray, R. I., and Touchstone, R. M: Rate of initial recovery and subsequent radar monitoring performance following a simulated emergency involving startle. ADA133602/3
- 83-14 deSteiguer, D., Saldivar, J. T., Higgins, E. A., and Funkhouser, G. E: The objective evaluation of aircrew protective breathing equipment: V. Mask/goggles combinations for female crewmembers. ADA134912

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- 83-16 Young, J. W., Chandler, R. F., Snow, C. C., Robinette, K. M., Zehner, G. F., and Lofberg, M. S: Anthropometric and mass distribution characteristics of the adult female. ADA135316
- 83-17 Schroeder, D. J., and Goulden, D. R: A bibliography of shift work research: 1950-1982. ADA135644
- 83-18 Dille, J. R., and Booze, C. F., Jr: The 1980 and 1981 accident experience of civil airmen with selected visual pathology. ADA134898
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- 84-3 Booze, C. F., Jr., and Simcox, L. S: Blood pressure levels of active pilots compared with those of air traffic controllers. ADA146645
- 84-4 Lategola, M. T., Davis, A. W., Jr., Gilcher, R. O., Lyne, P. J., and Burr, M. J: Aviation-related cardiorespiratory effects of blood donation in female private pilots. ADA148045
- 84-5 Hanneman, G. D., and Sershon, J. L: Tolerance endpoint for evaluating the effects of heat stress in dogs. ADA148104
- 84-6 VanDeventer, A. D., Collins, W. E., Manning, C. A., Taylor, D. K., and Baxter, N. E: Studies of poststrike air traffic control specialist trainees: I. Age, biographic factors, and selection test performance related to Academy training success. ADA147892
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- 85-4 Crane, C. R., Sanders, D. C., Endecott, B. R., and Abbott, J. K: Inhalation toxicology: IV. Times to incapacitation and death for rats exposed continuously to atmospheric hydrogen chloride gas. ADA157400
- 85-5 Collins, W. E., Mertens, H. W., and Higgins, E. A: Some effects of alcohol and simulated altitude on complex performance scores and Breathalyzer readings. ADA158925

Part I: Chronological Index

- 85-6 Booze, C. F., Jr., and Staggs, C. M: A comparison of postmortem coronary atherosclerosis findings in general aviation pilot fatalities. ADA159811
- 85-7 Convey, J.J: Passing scores for the FAA ATCS color vision test. ADA160889
- 85-8 Lacefield, D.J., Roberts, P.A., and Grape, P.M: Drugs of abuse in aviation fatalities: 1. Marijuana. ADA161911
- 85-9 Dark, S.J: Characteristics of medically disqualified airman applicants in calendar years 1982 and 1983. ADA162209
- 85-10 Higgins, E.A., Saldivar, J.T., Lyne, P.J., and Funkhouser, G.E: Evaluation of a passenger mask modified with a rebreather bag for protection from smoke and fumes. ADA162473
- 85-11 Rueschhoff, B.J., Higgins, E.A., Burr, M.J., and Branson, D.M: Development and evaluation of a prototype life preserver. ADA163224
- 85-12 Russell, J.C., and Davis, A.W: Alcohol rehabilitation of airline pilots. ADA163076
- 85-13 Thackray, R.I., and Touchstone, R.M: The effect of visual taskload on critical flicker frequency (CFF) change during performance of a complex monitoring task. ADA163673

1986

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- 86-4 Thackray, R.I., and Touchstone, R.M: Complex monitoring performance and the coronary-prone Type A behavior pattern. ADA168240
- 86-5 Crane, C.R., Sanders, D.C., Endecott, B.R., and Abbott, J.K: Inhalation toxicology: VII. Times to incapacitation and death for rats exposed continuously to atmospheric acrolein vapor.
- 86-6 Convey, J.J: The Flight Service Station Training Program: 1981-1985. ADA171485
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- 86-8 Crane, C.R., and Sanders, D.C: Inhalation toxicology: VIII. Establishing heat tolerance limits for rats and mice subjected to acute exposures at elevated air temperatures. ADA173031
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1987

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- 87-4 Schroeder, D.J., Collins, W.E., and Dollar, C.S: 1986 survey of aviation business operators: Their views of FAA airworthiness inspectors. ADA181369
- 87-5 Higgins, E.A: Summary report of the history and events pertinent to the Civil Aeromedical Institute's evaluation of providing smoke/fume protective breathing equipment for airline passenger use. ADA184499
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- 87-7 Booze, C.F., Jr: Sudden in-flight incapacitation in general aviation. ADA187044
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- 88-4 Thackray, R. I: Performance recovery following startle: a laboratory approach to the study of behavioral response to sudden aircraft emergencies. ADA199827
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- 89-3 Colangelo, E. J., and Russell, J. C: Injuries to seat occupants of light airplanes. ADA207579
- 89-4 Crane, C. R., Sanders, D. C., and Endecott, B. R: Inhalation toxicology: IX. Times-to-incapacitation for rats exposed to carbon monoxide alone, to hydrogen cyanide alone, and to mixtures of carbon monoxide and hydrogen cyanide. ADA208195
- 89-5 Higgins, E. A., and Vant, J. H. B: Operation Workload - A study of passenger energy expenditure during an emergency evacuation. ADA209234
- 89-6 Manning, C. A., Della Rocco, P. S., and Bryant, K. D: Prediction of success in FAA air traffic control field training as a function of selection and screening test performance. ADA209327
- 89-7 Collins, W. E., Schroeder, D. J., and Nye, L. G: Relationships of anxiety scores to Academy and field training performance of air traffic control specialists. ADA209326

Part I: Chronological Index

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- 89-12 McLean, G. A., Higgins, E. A., and Lyne, P. J: The effects of wearing passenger protective breathing equipment on evacuation times through type III and type IV emergency aircraft exits in clear air and smoke. ADA216798
- 89-13 Melton, C. E: Airliner cabin ozone: an updated review. ADA233156.
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- 90-2 Myers, J.G: Management assessment: implications for development and training. ADA219178
- 90-3 Thackray, R.I., and Touchstone, R. M: Effects of monitoring under high and low taskload on detection of flashing and colored radar targets. ADA220313
- 90-4 Collins, W.E., Nye, L.G., and Manning, C.A: Studies of poststrike air traffic control specialist trainees: III. Changes in demographic characteristics of Academy entrants and biodemographic predictors of success in air traffic controller selection and Academy screening. ADA223480
- 90-5 Downey, L.E., and Dark, S.J: Medically disqualified airline pilots in calendar years 1987 and 1988. ADA224512
- 90-6 Manning, C.A., and Schroeder, D.J: Pilot views of Montgomery County, Texas automated FSS services. ADA227484
- 90-7 Hudson, L.S., Booze, C.F. Jr., and Davis, A.W: Right bundle branch block as a risk factor for subsequent cardiac events. ADA226596
- 90-8 Schroeder, D.J., Dollar, C.S., and Nye, L.G: Correlates of two experimental tests with performance in the FAA Academy air traffic control nonradar screen program. ADA226419
- 90-9 Mertens, H.W: Evaluation of functional color vision requirements and current color vision screening tests for air traffic control specialists. ADA227436
- 90-10 Nakagawara, V.B: The use of contact lenses in the civil airman population. ADA227450
- 90-11 Gowdy, V: Development of a crashworthy seat for commuter aircraft. ADA227486
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- 90-14 Parker, J.F. Jr., and Shepherd, W.T., Co-editors: Second Federal Aviation Administration meeting on human factors issues in aircraft maintenance and inspection: Information exchange and communications. ADA230270
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1991

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- 91-3 Hordinsky, J.R., and George, M.H: Response capability during civil air carrier inflight medical emergencies. ADA235526
- 91-4 Broach, D: Flight service specialist initial qualifications course: Content validation of FAA Academy course 50232. ADA237126
- 91-5 Myers, J. G., and Stutzman, T.M: Job task-competency linkages for FAA first-level supervisors. ADA236695
- 91-6 Funkhouser, G.E., and Fairlie, G.W: Donning times and flotation characteristics of infant life preservers: Four representative types. ADA237120
- 91-7 Turner, J.W., and Huntley, M. S. Jr: The use and design of flightcrew checklists and manuals. ADA237206
- 91-8 Nye, L.G., and Collins, W.E: Some personality characteristics of air traffic control specialist trainees: Interactions of personality and aptitude test scores with FAA Academy success and career expectations. ADA238027
- 91-9 Wing, H., and Manning, C.A: Selection of air traffic controllers: Complexity, requirements, and public interest. ADA238267
- 91-10 Witt, L. A., and Myers, J.G: Two studies on participation in decision-making and equity among FAA personnel. ADA239907
- 91-11 Witt, L. A., and Broach, D: Exchange ideology as a moderator of the procedural justice-satisfaction relationship. ADA239908
- 91-12 McLean, G.A, Wilcox, B.C., and Canfield, D.V: Selection criteria for alcohol detection methods. ADA240441
- 91-13 Turner, J.W., and Huntley, M. S. Jr: Civilian training in high-altitude flight physiology. ADA241296
- 91-14 Nakagawara, V.B., Loochan, F.K., and Wood, K.J: The prevalence of aphakia in the civil airman population. ADA214032
- 91-15 Witt, L. A., and Hellman, C.M: Cross-level inferences of job satisfaction in the prediction of intent to leave. ADA242779
- 91-16 Shepherd, W.B., Johnson, W.B., Druray, C.G., Taylor, J.C., and Berninger, D: Human factors in aviation maintenance. Phase 1: Progress report. ADA243844

Part I: Chronological Index

- 91-17 Sanders, D.C., Endecott, B.S., and Chaturvedi, A.K: Inhalation toxicology: XII. Comparison of toxicity rankings of six polymers in lethality and by incapacitation in rats. ADA244599
- 91-18 Broach, D: Air traffic control specialists in the Airway Science Curriculum Demonstration Project 1984-1990: Third summative evaluation. ADA244128
- 1992
- 92-1 Collins, W.E., and Wayda, M.E: Index of FAA Office of Aviation Medicine Reports: 1961 through 1991. ADA245509
- 92-2 Friedberg, W., Snyder, L., and Faulkner, D.N: Radiation exposure of air carrier crewmembers II. ADA245508
- 92-3 Thackray, R.I: Human factors evaluation of the work environment of operators engaged in the inspection and repair of aging aircraft. ADA246445
- 92-4 May, N.D: Exposures from headset interference tones. ADA247175
- 92-5 Manning, C.A., and Aul, J.C: Evaluation of an alternative method for hiring air traffic control specialists with prior military experience. ADA246587
- 92-6 Mertens, H.W., Thackray, R.I., and Touchstone, M: Effects of color vision deficiency on detection of color-highlighted targets in a simulated air traffic control display. ADA246586
- 92-7 Nye, L.G., Witt, L.A., and Schroeder, D: Confirmatory factor analysis of burnout dimensions: Correlations with job stressors and aspects of social support and job satisfaction ADA247699
- 92-8 Witt, L.A., and Nye, L.G: Organizational goal congruence and job attitudes revisited. ADA247621
- 92-9 Witt, L.A., and Nye, L.G: Gender, equity, and job satisfaction. ADA246588
- 92-10 Nye, L.G., and Witt, L.A: Dimensionality and construct validity of the Perceptions of Organizational Politics Scale (POPS). ADA247620
- 92-11 O'Donnell, R.D., Hordinsky, J.R., Madakasira, S., Moise, S., and Warner, D: A candidate automated test battery for neuropsychological screening of airmen: Design and preliminary validation. ADA247701
- 92-12 Revzin, A.M., and Rasmussen, P.G: A new test of scanning and monitoring ability: Methods and initial results. ADA249123
- 92-13 Witt, L.A., and Hellman, C: Effects of subordinate feedback to the supervisor and participation in decision-making in the prediction of organizational support. ADA249125
- 92-14 Nakagawara, V.B., Loochan, F.K., and Wood, K.J: The prevalence of artificial lens implants in the civil airman population. ADA249125
- 92-15 Myers, J.G: Survey of aviation medical examiners: Information and attitudes about the pre-employment and pre-appointment drug testing program. ADA249124
- 92-16 Myers, J.G: A longitudinal examination of applicants to the air traffic supervisory identification and development program. ADA251879
- 92-17 Witt, L.A: Organizational politics, participation in decision-making, and job satisfaction. ADA251878
- 92-18 Wilcox, B.C., England, H.M. , Jr., and McLean, G.A: Inward contaminant leakage tests of the S-Tron Corporation emergency escape breathing device. ADA251888

- 92-19 Teague, S.M., and Hordinsky, J.R: Tolerance of beta blocked hypertensives during orthostatic and altitude stress. ADA249904
- 92-20 Gowdy, V., and DeWeese, R: Evaluation of head impact kinematics for passengers seated behind interior walls. ADA252651
- 92-21 Witt, L.A: Procedural justice, occupational identification, and organizational commitment. ADA252493
- 92-22 England, H.M., Jr., Wilcox, B.C., Jr., and McLean, G.A: Comparisons of molecular sieve oxygen concentrators for potential medical use aboard commercial aircraft. ADA253648
- 92-23 White, V.L., Canfield, D.V., and Hordinsky, J.R: The identification and quantitation of triamterene in blood and urine from a fatal aircraft accident. ADA254550
- 92-24 Canfield, D.V., Kupiec, T.C., and Huffine, E.F: Postmortem alcohol production in fatal aircraft accidents. ADA254680
- 92-25 Huffine, E.F., and Canfield, D.V: Enhancement of drug detection and identification by use of various derivatizing reagents on GC-FTIR analysis. ADA254679
- 92-26 Manning, C.A., and Broach, D: Identifying ability requirements for operators of future automated air traffic control systems. ADA256615
- 92-27 McLean, G.A., Chittum, C.B., Funkhouser, G.E., Fairlie, G.W., and Folk, E.W: Effects of seating configuration and number of type III exits on emergency aircraft evacuation. ADA255754
- 92-28 Mertens, H.W., and Milburn, N.J: Performance of color-dependent tasks of air traffic control specialists as a function of type and degree of color vision deficiency. ADA255794
- 92-29 Mertens, H.W., and Milburn, N.J: Validity of clinical color vision tests for air traffic control specialists. ADA258219
- 92-30 Della Rocco, P.S., Milburn, N., and Mertens, H: Comparison of performance on the Shipley Institute of Living scale, air traffic control specialist selection test, and FAA Academy screen. ADA259249
- 92-31 OU Vortac, Edwards, M.B., Jones, J.P., Manning, C.A., and Rotter, A.J: En route air traffic controllers' use of flight progress strips: A graph-theoretic analysis. ADA259062
- 1993**
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- 93-2 Collins, W.E: A review of civil aviation propeller-to-person accidents: 1980-1989. ADA260695
- 93-3 Antuñano, M.J: Index of international publications in aerospace medicine. ADA262908
- 93-4 Schroeder, D.J., Broach, D., and Young, W.C: Contribution of personality to the prediction of success in initial air traffic control specialist training. ADA264699
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Part I: Chronological Index

- 93-7 Sanders, D.C., Endecott, B.R., Ritter, R.M., and Chaturvedi, A.K: Variations of time-to-incapacitation and carboxyhemoglobin values in rats exposed to two carbon monoxide concentrations. ADA266109
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- 93-9 Rodgers, M.D., and Blanchard, R.E: Accident proneness: A research review. ADA266032
- 93-10 Young, J.W: Head and face anthropometry of adult US citizens. ADA268661
- 93-11 Nakagawara, V.B., and Wood, K.J: Aviation accident risk for airmen with aphakia and artificial lens implants. ADA268389
- 93-12 Rodgers, M.D: SATORI: Situation assessment through the re-creation of incidents. ADA268390
- 93-13 Gilliland, K., and Schlegel, R.E: Readiness to perform testing: A critical analysis of the concept and current practices. ADA269397
- 93-14 Armenia-Cope, R., Marcus, J.H., Gowdy, R.V., and DeWeese, R.L: An assessment of the potential for neck injury due to padding of aircraft interior walls for head impact protection. ADA270509
- 93-15 Galaxy Scientific Corp: Human factors in aviation maintenance — Phase three, volume 1 progress report. ADA270508
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- 93-17 Mertens, H.W., and Milburn, N.J: Validity of FAA-approved color vision tests for Class II and Class III aeromedical screening. N94-14846
- 93-18 Hellman, C.W., and Witt, L.A: Factors associated with continuance commitment to FAA matrix teams. ADA274561
- 93-19 McLean, G.A., Smith, L.T., Hill, T.J., and Rubenstein, C.J: Physiological correlates of stress-induced decrements in human perceptual performance. ADA274240
- 93-20 Prinzo, O.V., and Britton, T.W: ATC/pilot voice communications — A survey of the literature. ADA274457
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- 94-4 Broach, D., and Brecht-Clark, J: Validation of the Federal Aviation Administration air traffic control specialist pre-training screen. ADA277549

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- 94-7 Sanders, D.C., Chaturvedi, A.K., Endecott, B.R., Ritter, R.M., and Vu, N: Toxicity of carbon monoxide-hydrogen cyanide gas mixtures: Exposure concentration, time-to-incapacitation, carboxyhemoglobin, and blood cyanide parameters. N94-29919
- 94-8 Rasmussen, P., and Revzin, A: Scanning and monitoring performance can be affected by the reinforcement values of the events being monitored. N94-29918
- 94-9 Broach, D., and Manning, C.A: Validity of the air traffic control specialist nonradar screen as a predictor of performance in radar-based air traffic control training. ADA279745
- 94-10 Garner, R.P., Wilcox, B.C., England, H.M., and Nakagawara, V.B: Effects of cold exposure on wet aircraft passengers: A review. ADA280253
- 94-11 Marcus, J.E: A review of computer evacuation models and their data needs. ADA280707
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- 94-13 Nye, L.G., Schroeder, D.J., and Dollar, C.S: Relationships of Type A behavior with biographical characteristics and training performance of air traffic control specialists. ADA283813
- 94-14 Canfield, D.V., Flemig, J., Hordinsky, J.R., and Veronneau, S.J.H: Unreported medications used in incapacitating medical conditions found in fatal civil aviation accidents. ADA284233
- 94-15 Nakagawara, V.B., Montgomery, R.W., and Wood, K.J: The applicability of commercial glare test devices in the aeromedical certification of pilot applicants. ADA284232
- 94-16 White, V.L., Canfield, D.V., and Hordinsky, J.R: Elimination of quinine in two subjects after ingestion of tonic water: An exploratory study. ADA284760
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- 94-19 Gowdy, V: The performance of child restraint devices in transport airplane passenger seats. ADA285624
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- 94-21 Hyland, D.T., Kay, E.J., Deimler, J.D., and Gurman, E.B: Age 60 rule research, Part II: Airline pilot age and performance: A review of the scientific literature. ADA286246
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- 94-23 Hyland, D.T., Kay, E.J., and Deimler, J.D: Age 60 rule research, Part IV: Experimental evaluation of pilot performance. N95-13199

Part I: Chronological Index

- 94-24 Holloway, F.A: Low-dose alcohol effects on human behavior and performance: An update on post-1984 studies. N95-14863
- 94-25 Williams, K.W., Ed: Summary proceedings of the joint industry-FAA conference on development and use of PC-based aviation training devices. N95-14917
- 94-26 Stern, J.A., Boyer, D., Schroeder, D.J., Touchstone, R.M., and Stoliarov, N: Blinks, saccades, and fixation pauses during vigilance task performance. ADA290600
- 94-27 Endsley, M., and Rodgers, M.D: Situation awareness information requirements analysis for en route air traffic control. ADA289649
- 1995
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- 95-3 Harris, H.C., Schroeder, D.J., and Collins, W.E: The effects of age and low doses of alcohol on compensatory tracking during angular acceleration. N95-23934
- 95-4 Edwards, M.B., Fuller, D.K., OU Vortac, and Manning, C.A: The role of flight progress strips in en route air traffic control: A time-series analysis. ADA291152
- 95-5 Besco, R.O., Sangal, S.P., Nesthus, T.E., and Veronneau, S.J.H: A longevity and survival analysis for a cohort of retired airline pilots. ADA292060
- 95-6 Williams, K.W., and Blanchard, R.E: Qualification guidelines for personal computer-based aviation training devices: Instrument rating. ADA292961
- 95-7 Schroeder, D.J., Harris, H.C., Collins, W.E., and Nesthus, T.E: Some performance effects of age and low blood alcohol levels on a computerized neuropsychological test. ADA292324
- 95-8 Chaturvedi, A.K., and Sanders, D.C: Aircraft fires, smoke toxicity, and survival: An overview. ADA292919
- 95-9 OU VORTAC, Edwards, M.B., and Manning, C.A: Functions of external cues in prospective memory. ADA291932
- 95-10 Myers, J.G: Enhancing the effects of diversity awareness training: A review of the research literature. ADA293933; N95-26361
- 95-11 Nakagawara, V.B., Montgomery, R.W., and Wood, K.J: An assessment of aviation accident risk for aphakic civil airmen by class of medical certificate held and by age. ADA293407
- 95-12 Cruz, C.E., and Della Rocco, P.S: Sleep patterns in air traffic controllers working rapidly-rotating shifts: A field study. ADA294159; N95-26204
- 95-13 Mertens, H.W., Milburn, N.J., and Collins, W.E: Practical color vision tests for air traffic control applicants: En Route, Center, and Terminal facilities. ADA294560; N95-27323
- 95-14 Shepherd, W.T., and Galaxy Scientific Corp: Human factors in aviation maintenance — Phase IV progress report. N95-27696

- 95-15 Prinzo, O.V., Hendrix, A., and Britton, T.W: Development of a coding form for approach control/pilot voice communications. N95-28540
- 95-16 Rodgers, M.D., and Drechsler, G.K: Conversion of the TRACON operations concepts database into a formal sentence outline job task taxonomy. N95-28819
- 95-17 Garner, R.P: The potential for pulmonary heat injury resulting from the activation of a cabin water spray system to fight aircraft cabin fires. N95-29224
- 95-18 Rodgers, M. (Ed): A human factors analysis of the operational demonstration flight inspection aircraft. N95-29365
- 95-19 Della Rocco, P.S., and Cruz, C.E: Shift work, age and performance: Investigation of the 2-2-1 shift schedule used in air traffic control facilities I: The sleep/wake cycle. N95-29261
- 95-20 Funkhouser, G.E., and George, M.H: Alternative methods for flotation seat cushion use. N95-29448
- 95-21 Hartel, C.E.J., and Hartel, G.F: Controller resource management—What can we learn from aircrews? ADA297386
- 95-22 McLean, G.A., George, M.H., Chittum, C.B., and Funkhouser, G.E: Aircraft evacuations through type-III exits I: Effects of seat placement at the exit. ADA297286
- 95-23 Boyer, D.J: The relationship among eye movements, head movements, and manual responses in a simulated air traffic control task. ADA298753
- 95-24 O'Donnell, R: The effect of alcohol and fatigue on an FAA readiness-to-perform test. ADA299076
- 95-25 McLean, G.A., and George, M.H: Aircraft evacuations through type-III exits II: Effects of individual subject differences. ADA299237
- 95-26 Chaturvedi, A.K., and Canfield, D.V: Role of metabolites in aviation forensic toxicology. ADA299212
- 95-27 Hunter, D.R: Airmen research questionnaire: Methodology and overall results. ADA300583
- 95-28 Canfield, D.V., Flemig, J.W., Hordinsky, J.R., and Birky, M: Drugs and alcohol found in fatal civil aviation accidents between 1989 and 1993. ADA302527
- 95-29 Mandella, J.G., Jr., and Garner, R.P: An economical alternative for the secondary container used for transporting infectious disease substances. ADA302648
- 95-30 DeWeese, R.L: An experimental abdominal pressure measurement device for child ATDs. ADA302651
- 95-31 Layton, C.F., and Shepherd, W.T: Results of a field study of the performance enhancement system: A support system for aviation safety inspectors. ADA303336
- 95-32 Schroeder, D.J., Rosa, R.R., and Witt, L.A: Some effects of 8- vs. 10-hour work schedules on the test performance/alertness of air traffic control specialists. ADA302810
- 1996**
- 96-1 Collins, W.E., and Wayda, M.E: Index of FAA Office of Aviation Medicine Reports: 1961 through 1995. ADA3040263
- 96-2 Shepherd, W.T., and Galaxy Scientific Corp: Human factors in aviation maintenance: Phase V progress report. ADA304262

Part I: Chronological Index

- 96-3 Baker, S.P., Lamb, M.W., Li, G., and Dodd, R.S: Crashes of instructional flights: Analysis of cases and remedial approaches. ADA304890
- 96-4 Garner, R.P: Performance of a continuous flow passenger oxygen mask at an altitude of 40,000 ft. N96-22217
- 96-5 Albright, C.A., Truitt, T.R., Barile, A.B., OU Vortac, and Manning, C.A: How controllers compensate for the lack of flight progress strips. ADA305305
- 96-6 Morrison, J.E., Fotouhi C.H., and Broach D: A formative evaluation of the collegiate training initiative—Air Traffic Control Specialist Program. ADA305307
- 96-7 Marcus, J: Determination of effective thoracic mass. ADA306061
- 96-8 Williams, K.W: Qualification guidelines for personal computer-based aviation training devices: Instrument rating. ADA306206
- 96-9 Stern, J.A., Boyer, D., Schroeder, D.J., Touchstone, R.M., and Stoliarov, N: Blinks, saccades and fixation pauses during vigilance task performance: II. Gender and time of day. ADA307024
- 96-10 Kanki, B.G. (Editor), and Prinzo, O.V. (Co-Editor): Methods and metrics of voice communications. ADA307148
- 96-11 Marcus, J.H: Dummy and injury criteria for aircraft crashworthiness. ADA308948
- 96-12 Nakagawara, V.B., Coffey, J.D., and Montgomery, R.W: Ophthalmic requirements and considerations for the en route air traffic control specialist: An ergonomic analysis of the visual work environment. N96-25681
- 96-13 Young, W.C., Broach, D., and Farmer, W.L: Differential prediction of FAA Academy performance on the basis of gender and written Air Traffic Control Specialist aptitude test scores. ADA308354
- 96-14 Kupiec, T.C., Canfield, D.V., and White, V.L: The analysis of benzodiazepines in forensic urine samples. ADA309377
- 96-15 Beringer, D.B: Use of off-the-shelf PC-based flight simulators for aviation human factors research. ADA309237
- 96-16 Beringer, D.B., and Harris, H.C., Jr: A comparison of the effects of navigational display formats and memory aids on pilot performance. ADA309382
- 96-17 Canfield, D., White, V., Soper, J., and Kupiec, T: A comprehensive drug screening procedure for urine using HPLC, TLC, and mass spectroscopy. ADA309962
- 96-18 McLean, G.A., George, M.H., Funkhouser, G.E., and Chittum, C.B: Aircraft evacuations onto escape slides and platforms I: Effects of passenger motivation. ADA311257
- 96-19 Kirkbride, L.A., Jensen, R.S, Chubb, G.P., and Hunter, D.R: Developing the personal minimums tool for managing risk during preflight go/no-go decisions. ADA313639
- 96-20 Prinzo, O.V., and Maclin, O: Aviation topics speech acts taxonomy (ATSAT) pc user's guide version 2.0. ADA314179
- 96-21 Collins, W.E., and Dollar, C.S: Fatal general aviation accidents involving spatial disorientation: 1976-1992. ADA313864
- 96-22 Mertens, H.W., Milburn, N.J., and Collins, W.E: A further validation of the practical color vision test for enroute air traffic control applicants. ADA314600

- 96-23 Della Rocco, P., and Cruz, C: Shift work, age, and performance: Investigation of the 2-2-1 shift schedule used in air traffic control facilities II: Laboratory performance measures. ADA315493
- 96-24 Bailey, L., and Shaw, R: Flight inspection crew resource management training needs analysis. ADA316691
- 96-25 Veronneau, S.J.H., Mohler, S.R., Pennybaker, A.L., Wilcox, B.C., and Sahiar, F: Survival at high altitudes: Wheelwell passengers. ADA317375
- 96-26 Prinzo O.V., and Maclin, O: An analysis of approach control/pilot voice communications. ADA317528
- 96-27 Nakagawara V.B., and Wood K.J: The use of task-specific lenses by presbyopic air traffic controllers at the en route radar console. ADA320284
- 1997
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- 97-2 DeJohn, C.A., Veronneau, S.J.H., and Hordinsky, J.R: Inflight medical care: An update. ADA322708
- 97-3 Driskill, W.E., Weissmuller, J.J., Quebe, J., Hand, D.K., Dittmar, M.J., and Hunter, D.R: The use of weather information in aeronautical decision-making. ADA323543
- 97-4 Young, W.C., Broach, D., and Farmer, W.L: The effects of video game experience on computer-based Air Traffic Control Specialist, air traffic scenario test scores. ADA322774
- 97-5 Gilliland, K., and Schlegel, R.E: A laboratory model of Readiness-to-Perform testing: Learning rates and reliability analyses for candidate testing measures. ADA323620
- 97-6 Kochan, J.A., Jensen, R.S., Chubb, G.P., and Hunter, D.R: A new approach to aeronautical decision-making: The expertise method. ADA323793
- 97-7 Nesthus, T.E., Garner, R.P., Mills, S.H., and Wise, R.A: Effects of simulated general aviation altitude hypoxia on smokers and nonsmokers. ADA323899
- 97-8 Thompson, R.C., Hilton, T.F., and Witt, L.A: Where the safety rubber meets the shop floor: A confirmatory model of management influence on workplace safety. ADA324677
- 97-9 Nesthus, T.E., Rush, L.L., and Wreggit, S.S: Effects of mild hypoxia on pilot performance at general aviation altitudes. ADA324719
- 97-10 Milburn, N.J., and Mertens, H.W: Evaluation of a range of target blink amplitudes for attention-getting value in a simulated air traffic control display. ADA326465
- 97-11 Taylor, H.L., Lintern, G., Hulin, C.L., Talleur, D., Emanuel, T., and Phillips, S: Transfer of training effectiveness of personal computer-based aviation training devices. ADA325887
- 97-12 Thompson, R.C., Hilton, T.F., and Behn, L.D: Baseline assessment of the National Association of Air Traffic Specialists/Federal Aviation Administration partnership. ADA326753
- 97-13 Endsley, M.R., and Rodgers, M.D: Distribution of attention, situation awareness, and workload in a passive air traffic control task: Implications for operational errors and automation. ADA328997
- 97-14 Kupiec, T.C., and Chaturvedi, A.K: Stereochemical determination of selegiline metabolites in postmortem biological specimens. ADA329026

Part I: Chronological Index

- 97-15 Broach, D., and Manning, C.A: Review of air traffic controller selection: An international perspective. ADA328993
- 97-16 Hunter, D.R: An evaluation of safety seminars. ADA329009
- 97-17 Schroeder, D.J., and Dollar, C.S: Personality characteristics of pre/post-strike air traffic control applicants. ADA328998
- 97-18 Marcus, J.H: A flexible cabin simulator. ADA328996
- 97-19 Broach, D: Designing selection tests for the future National Airspace System architecture. ADA329231
- 97-20 Court, M.C., and Marcus, J.H: Use of object-oriented programming to simulate human behavior in emergency evacuation of an aircraft's passenger cabin. ADA329462
- 97-21 Salazar, G.J., DeJohn, C.A., Hansrote, R.W., and Key, O.R: Bloodborne pathogens in aircraft accident investigation. ADA340366
- 97-22 Gronlund, S.D., Dougherty, M.R.P., Ohrt, D.D., Thomson, G.L., Bleckley, M.K., Bain, D.L., Arnell, F., and Manning, C.A: The role of memory in air traffic control. ADA340263
- 97-23 Driskill, W.E., Weissmuller, J.J., Hand, D.K., and Hunter, D.R: The use of weather information in aeronautical decision-making: II. ADA340406
- 97-24 Beringer, D.B., and Harris, H.C., Jr: Automation in general aviation: Two studies of pilot responses to autopilot malfunctions. ADA340243
- 97-25 Gilliland, K., Schlegel, R.E., and Nesthus, T.E: Workshift and antihistamine effects on task performance. ADA340510
- 1998
- 98-1 Collins, W.E., and Wayda, M.E: Index of FAA Office of Aviation Medicine Reports: 1961 through 1997. ADA339254
- 98-2 McLean, G.A., and Chittum, C.B: Performance Demonstrations of Zinc Sulfide and Strontium Aluminate Photoluminescent Floor Proximity Escape Path Marking Systems. ADA339339
- 98-3 McLean, G. A., Palmerton, D. A., Chittum, C. B., George, M. H., and Funkhouser, G. E. Inflatable Escape Slide Beam and Girt Strength Tests: Support for Revision of Technical Standard Order C-69b. ADA339410
- 98-4 Wolf, M.B., and Garner, R.P: Effect of an airplane cabin water spray system on human thermal behavior: A theoretical study using a 25-node model of thermoregulation. ADA339365
- 98-5 Canfield, D.V., Smith, M.D., Adams, H.J., and Houston, E.R: Selection of an Internal Standard for Postmortem Ethanol Analysis. ADA339340
- 98-6 Jensen, R.S., Guilkey, J.E., and Hunter, D.R: An Evaluation of Pilot Acceptance of the Personal Minimums Training Program for Risk Management. ADA340338
- 98-7 Driskill, W.E., Weissmuller, J.J., Quebe, J., Hand, D.K.; and Hunter, D.R: Evaluating the Decision-Making Skills of General Aviation Pilots. ADA341118
- 98-8 Thompson, R.C., Agen, R.A., and Broach, D.M: Differential Training Needs and Abilities at Air Traffic Control Towers: Should All Controllers Be Trained Equally? ADA340829
- 98-9 Wreggit, S.S., and Marsh, D.K., II Cockpit Integration of GPS: Initial Assessment-Menu Formats and Procedures. ADA341122

-
- 98-10 Sanders, D.C., Chaturvedi, A.K., and Hordinsky, J.R., Aeromedical Aspects of Melatonin—An Overview. ADA341726
- 98-11 Gowdy, R.V., and DeWeese, R: Evaluation of Improved Restraint Systems for Parachutists. ADA342643
- 98-12 Williams, K.W: GPS Design Considerations: Displaying Nearest Airport Information. ADA346043
- 98-13 Shehab, R.L., Schlegel, R.E., and Palmerton, D.A: A Human Factors Perspective on Human External Loads. ADA350729
- 98-14 Rodgers, M.D., Mogford, R.H., and Mogford, L.S: The Relationship of Sector Characteristics to Operational Errors. ADA350717
- 98-15 Mills, S.H: The combination of flight count and control time as a new metric of air traffic control activity. ADA350504
- 98-16 Gronlund, S.D., Ohrt, D.D., Dougherty, M.R.P., Perry, J.L., and Manning, C.A: Aircraft importance and its potential relevance to situation awareness. ADA350417
- 98-17 Prinzo, O. V., An Analysis of Voice Communication in a Simulated Approach Control Environment. ADA350523
- 98-18 Chaturvedi, A.K., Vu, N.T., Ritter, R.M., and Canfield, D.V., DNA Profiling as an Adjunct Quality Control/Quality Assurance in Forensic Toxicology. ADA379287
- 98-19 Cosper, D.K. & McLean, G.A: Analysis of Ditching and Water Survival Training Programs of Major Airframe Manufacturers and Airlines. PB99146839XSP
- 98-20 Prinzo, O.V., Lieberman, P., and Pickett, E: An acoustic analysis of ATC communication. ADA353962
- 98-21 Canfield, D.V., Smith, M.D., Ritter, R.M., and Chaturvedi, A.K: Preparation of carboxyhemoglobin standards and calculation of spectrophotometric quantitation constants. ADA379272
- 98-22 Broach, D: Summative evaluation of the collegiate training initiative for air traffic control specialists program: Progress of Minnesota Air Traffic Control Training Center graduates in en route field training. ADA355085
- 98-23 Broach, D. (Editor): Recovery of the FAA Air Traffic Control specialist workforce, 1981-1992. ADA355135
- 98-24 Thompson, R.C, Bailey, L.L., and Farmer, W.L: Predictors of perceived empowerment: An initial assessment. ADA355185
- 98-25 Nakagawara, V.B., and Wood, K.J: The aeromedical certification of photorefractive keratectomy in civil aviation: A reference guide. ADA382812
- 98-26 Durso, F.T., Truitt, T.R., Hackworth, C.A., Albright, C.A., Bleckley, M.K., and Manning, C.A: Reduced flight progress strips in en route ATC mixed environments. ADA382818
- 98-27 Garner, R.P., Murphy, R.E., Hudgins, C.B., and Mandella, J.G., Jr: Performance of a portable oxygen breathing system at 25,000 feet altitude. ADA357729
- 98-28 Wickens, C.D. and Ververs, P.M: Allocation of Attention With Head-Up Displays. ADA359344
- 1999
- 99-1 Collins, W.E., and Wayda, M.E: Index of FAA Office of Aviation Medicine Reports: 1961 through 1998. ADA360592

Part I: Chronological Index

- 99-2 Della Rocco, P.S., (Editor): The Role of Shift Work and Fatigue in Air Traffic Control Operational Errors and Incidents. ADA360730
- 99-3 Durso, F.T., Hackworth, C.A., Truitt, T.R., Crutchfield, J., Nikolic, D., and Manning, C.A: Situation awareness as a predictor of performance in en route air traffic controllers. ADA360807
- 99-4 Garner, R.P: Concepts providing for physiological protection after aircraft cabin decompression in the altitude range of 60,000 to 80,000 feet above sea level. ADA360727
- 99-5 Gowdy, V., George, M., and McLean, G. A: comparison of buckle release timing for push-button and lift-latch belt buckles. ADA360725
- 99-6 Nakagawara, V.B., Wood, K.J., and Montgomery, R.W: Refractive surgery in the civil airman population by class of medical certificate and by aviation occupation. ADA361329
- 99-7 Rakovan, L., Wiggins, M.W., Jensen, R.S., and Hunter, D.R: A survey of pilots on the dissemination of safety information. ADA361233
- 99-8 Milburn, N.J., and Mertens, H.W: Optimizing blink parameters for highlighting an air traffic control situation display. ADA316258
- 99-9 Joseph, K., Jahns, D., Nendick, M., and St. George, R: A usability survey of GPS avionics equipment: Some preliminary findings. ADA362193
- 99-10 McLean, G.A., George, M.H., Funkhouser, G.E., and Chittum, C.B: Aircraft evacuations onto escape slides and platforms II: Effects of exit size. ADA362480
- 99-11 Chaturvedi, A.K: First seven years (1991-1998) of the FAA's postmortem forensic toxicology proficiency testing program. ADA362556
- 99-12 Pounds, J., and Bailey, L.L: Cognitive style and learning: Performance of Adaptors and Innovators in a novel dynamic task. ADA363458
- 99-13 Williams, K.W: GPS user-interface design problems. ADA363331
- 99-14 Vu, N.T., Chaturvedi, A.K., and Canfield, D.V: Urinary genotyping for DQA1 and PM loci using PCR-based amplification: Effects of sample volume, storage temperature, preservatives, and aging on DNA extraction and typing. ADA363461
- 99-15 Lewis, R.J., Huffine, E.F., Chaturvedi, A.K., Canfield, D.V., and Mattson, J: Formation of an interfering substance, 3,4-dimethyl-5-phenyl-1,3-oxazolidine, during a pseudoephedrine urinalysis. ADA363777
- 99-16 Broach, D., Farmer, W.L., and Young, W.C: Differential prediction of FAA Academy performance on the basis of race and written Air Traffic Control Specialist aptitude test scores. ADA363587
- 99-17 Joseph, K.M., Thompson R.C., Bailey, L.L., Williams, C.A., Worley, J.A., and Schroeder, D.J: The influence of ergonomics interventions on employee stress and physical symptoms. ADA364891
- 99-18 Heil, M.C: An investigation of the relationship between chronological age and job performance for incumbent Air Traffic Control Specialists. ADA364893
- 99-19 Behn, L.D., Thompson, R.C., and Hilton, T.F: Follow-up assessment of the Federal Aviation Administration's Logistics Center safety climate. ADA365569

- 99-20 Gilliland, K., & Schlegel, R.E: Effects of antihistamine, age, and gender on task performance. ADA366860
- 99-21 Morrow, D.G., & Prinzo, O.V: Improving pilot/ATC voice communication in General Aviation. ADA367894
- 99-22 Milke, R.M., Becker, J.T., Lambrou, P., Harris, H.C., & Schroeder, D.J: The effects of age and practice on aviation-relevant concurrent task performance. ADA367887
- 99-23 Heil, M.C: The relationship between ATCS age and cognitive test performance. ADA368670
- 99-24 Bailey, L.L., Broach, D.M., Thompson, R.C., & Enos, R.J: Controller Teamwork Evaluation and Assessment Methodology: A Scenario Calibration Study. ADA370417
- 99-25 Worley, J.A., Bailey, L.L., Thompson, R.C., Joseph, K.M., & Williams, C.A: Organizational communication and trust in the context of technology change. ADA370769
- 99-26 Williams, K.W: GPS user-interface design problems: II. ADA363331
- 99-27 Thompson, R.C., Bailey, L.L., Joseph, K.M., Worley, J.A., & Williams, C.A: Organizational change: Effects of fairness perceptions on cynicism. ADA371588
- 99-28 Sirevaag, E.J., Rohrbaugh, J.W., Stern, J.A., Vedeniapiin, A.B., Packingham, K.D., & LaJonchere, C.M: Multi-dimensional characterizations of operator state: A validation of oculomotor metrics.
- 99-29 Soper, J.W., Chaturvedi, A.K., & Canfield, D.V: Prevalence of chlorpheniramine in aviation accident pilot fatalities, 1991-1996. ADA372538
- 99-30 Hynes, M.K: Frequency and costs of transport airplane precautionary emergency evacuations. ADA372580
- 2000**
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- 00-2 Manning CA (Editor): Measuring Air Traffic Controller Performance in a High-Fidelity Simulation. ADA373813
- 00-3 Hilton TF, Hart IS, Farmer WL, Thompson JJ, Behn LD: The FAA Health Awareness Program: Results of the 1998 customer service assessment survey. ADA373761
- 00-4 Joseph KM, & Jahns DW: Enhancing GPS receiver certification by examining pilot-performance databases. PB2001102907
- 00-5 Truitt TR, Durso FT, Crutchfield JM, Moertl P, & Manning CA: Reduced posting and marking of flight progress strips for en route air traffic control. PB2001102908
- 00-6 Garner RP, Murphy RE, Donnelly SS, Thompson KE, & Geiwitz KL: Testing the structural integrity of the Air Force's Emergency Passenger Oxygen System at altitude. PB2001102909
- 00-7 Shappell SA, & Weigmann DA: The Human Factors Analysis and Classification System-HFACS. PB2001102910
- 00-8 Williams KW: Comparing text and graphics in navigation display design. ADA375445
- 00-9 Chaturvedi AK, Smith DR, & Canfield DV: Blood carbon monoxide and cyanide concentrations in the fatalities of fire and non-fire associated civil aviation accidents. PB2001102911

Part I: Chronological Index

- 00-10 Della Rocco PS, Comperatore C, Caldwell L, & Cruz CE: The effects of napping on night shift performance. PB2001102912
- 00-11 Hynes MK: Evacuee injuries and demographics in transport airplane precautionary emergency evacuations. PB2001102913
- 00-12 Heil MC & Agnew BO: The effects of previous computer experience on Air Traffic-Selection and Training (AT-SAT) test performance. ADA377228
- 00-13 DeJohn CA, Véronneau SJH, Wolbrink AM, & Larcher JG: The evaluation of in-flight medical care aboard selected U.S. air carriers: 1996 to 1997. ADA377878
- 00-14 Thompson RC, Joseph KM, Bailey LL, Worley JA, & Williams CA: Organizational change: An assessment of trust and cynicism. PB2001102914
- 00-15 Russell CJ, Dean MA, & Broach DM: Guidelines for bootstrapping validity coefficients in ATCS selection research. ADA379430
- 00-16 Vu NT, Chaturvedi AK, Canfield DV, Soper JW, Kupfer DM, & Roe BA: DNA-based detection of ethanol-producing microorganisms in postmortem blood and tissues by polymerase chain reaction. ADA379226
- 00-17 Thompson RC, & Bailey LL: Age and attitudes in the air traffic control specialist workforce: An initial investigation. ADA379286
- 00-18 Nakagawara VB, & Véronneau SJH: A unique contact lens-related airline aircraft accident. ADA379287
- 00-19 Nakagawara VB, Wood KJ, & Montgomery RW: Refractive surgery in aircrew members who fly for scheduled and non-scheduled civilian airlines. PB2001102915
- 00-20 Lewis RJ, Johnson RD, & Blank CL: A novel method for the determination of sildenafil (Viagra®) and its metabolite in postmortem specimens using LC/MS/MS and LC/MS/MS. PB2001102916
- 00-21 Canfield DV, Hordinsky J, Millett DP, Endecott B, & Smith D: Prevalence of drugs and alcohol in fatal civil aviation accidents between 1994 and 1998. ADA379272
- 00-22 Canfield DV, Chaturvedi AK, Boren HK, Véronneau SJH, & White VL: Abnormal glucose levels found in transportation accidents. PB2001102917
- 00-23 Nakagawara VB, & Montgomery RW: Gender differences in a refractive surgery population of civilian aviators. PB2001102918
- 00-24 Pfeleiderer EM: Multidimensional scaling analysis of controllers' perceptions of aircraft performance characteristics. ADA382823
- 00-25 Bailey L, & Thompson R: The effects of performance feedback on air traffic control team coordination: A simulation study. ADA382812
- 00-26 Schvaneveldt R, Beringer DB, Lamonica J, Tucker R, & Nance C: Priorities, organization, and sources of information accessed by pilots in various phases of flight. ADA382818
- 00-27 Naff KC, & Thompson RC: The impact of teams on the climate for diversity in government: The FAA experience. ADA382809

- 00-28 Bailey LL, Peterson LM, Williams KW, & Thompson RC: Controlled flight into terrain: A study of pilot perspectives in Alaska. ADA382989
- 00-29 Lewis RJ, Southern TL, Cardona PS, Canfield DV, & Garber M: Distribution of butalbital in biological fluids and tissues. PB2001102919
- 00-30 Mills, SH: The computerized analysis of ATC tracking data for an operational evaluation of CDTI/ADS-B technology. ADA385812
- 00-31 Williams K: Impact of aviation highway-in-the-sky displays on pilot situation awareness. ADA384535
- 00-32 Fiedler ER, Della Rocco PS, Schroeder DJ, & Nguyen K: The relationship between aviators' home-based stress to work stress and self-perceived performance. ADA384889
- 00-33 Nicholas J, Copeland K, Duke F, Friedberg W, & O'Brien K: Galactic cosmic radiation exposure of pregnant aircrew members II. ADA385597
- 00-34 Chaturvedi AK, Smith DR, & Canfield DV: A fatality caused by hydrogen sulfide produced from an accidental transfer of sodium hydrosulfide into a tank containing iron sulfate and sulfuric acid. ADA385303
- 2001**
- 01-1 Collins WE, & Wayda ME: Index to FAA Office of Aviation Medicine Reports: 1961 Through 2000. ADA389987
- 01-2 McLean GA: Access to egress: A meta-analysis of the factors that control emergency evacuation through the transport airplane Type-III overwing exit. PB2001104655
- 01-3 Wiegmann DA, & Shappell SA: A human error analysis of commercial aviation accidents using the Human Factors Analysis and Classification System (HFACS). ADA 387808
- 01-4 Farmer WL, Thompson RC, Heil SKR, & Heil MC: Latent trait theory analysis of changes in item response anchors. ADA388056
- 01-5 Ramos RA, Heil MC, & Manning CA: Documentation of validity for the ATSAT computerized test battery, Volume I. ADA389852
- 01-6 Ramos RA, Heil MC, & Manning CA: Documentation of validity for the ATSAT computerized test battery, Volume II. ADA389898
- 01-7 Nakagawara VB, & Montgomery RW: Laser pointers: Their potential affects on vision and aviation safety. ADA392899
- 01-8 Prinzo OV: Datalinked pilot reply time on controller workload and communication in a simulated terminal option. ADA391932
- 01-9 Prinzo OV: Innovations in pilot visual acquisition of traffic: New phraseology for Air Traffic Control operational communication.
- 01-10 Manning CA, Mills SH, Fox CM, Pfleiderer EM, & Mogilka H: Investigating the validity of performance and objective workload evaluation research (POWER). ADA392932
- 01-11 Fiedler ER, Orme DR, Mills W, & Patterson JC: Assessment of headinjured aircrew: Comparison of FAA and USAF procedures. ADA392805

Part I: Chronological Index

- 01-12 White VL, Chaturvedi AK, Canfield DV, & Garber M: Association of postmortem blood hemoglobin A1c levels with diabetic conditions in aviation accident pilot fatalities. ADA392942
- 01-13 Williams KW: Qualification guidelines for personal computerbased aviation training devices: Private pilot certificate. ADA396322
- 01-14 Nakagawara VB, Montgomery RW, & Wood KJ: Aviation accidents and incidents associated with the use of ophthalmic devices by civilian pilots. ADA396122
- 01-15 Antufiano MJ, & Wade K: Index of International Publications in Aerospace Medicine.
- 01-16 Gronlund SD, Dougherty MRP, Durso FT, Canning JM, & Mills SH: Planning in air traffic control. PB2002103420
- 01-17 Mejdal S, & McCauley ME: Human factors design guidelines for multifunction displays. ADA399354
- 01-18 Corbett CL: Caring for precious cargo, Part I: Emergency aircraft evacuations with infants onto inflatable escape slides. ADA398987
- 01-19 Peterson LM, & Bailey LL: Controller-to-controller communication and coordination taxonomy. PB2002103423
- 01-20 Bailey LL, Willems BF, & Peterson LM: The effects of workload and decision support automation on enroute R-side and D-side communication exchanges. ADA399353
- 2002**
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- 02-2 Mills SH, Pfeiderer EM, & Manning CA: POWER: Objective activity and taskload assessment in en route air traffic control. ADA401922
- 02-3 Uhlarik J, & Comerford DA: A review of situation awareness literature relevant to pilot surveillance functions. ADA401774
- 02-4 Manning CA, Mills SH, Fox C, Pfeiderer E, & Mogilka HJ: Using air traffic control taskload measures and communication events to predict subjective workload. ADA401923
- 02-5 Prinzo OV: Automatic dependent surveillance/broadcast-cockpit display of traffic information: Innovations in pilot-managed departures. PB2002107795
- 02-6 Nakagawara VB, Wood KJ, & Montgomery RW: Contact lens use in the civil airman population. ADA404962
- 02-7 Beringer DB: Applying performance-controlled systems, fuzzy logic, and fly-by-wire controls to general aviation. ADA405731
- 02-8 Cruz C, Detwiler C, Nesthus T, & Boquet A: A laboratory comparison of clockwise and counter-clockwise rapidly rotating shift schedules, Part I: Sleep. ADA402842
- 02-9 Broach D, & Dollar C: Relationship of employee attitudes and supervisor-controller ration to en route operational error rates. ADA405141
- 02-10 Nakagawara VB, Montgomery RW, & Wood KJ: The aviation accident experience of civilian airmen with refractive surgery.

-
- 02-11 DeWeese R, & Gowdy RV: Human factors associated with the certification of airplane seats: Seat belt adjustment and release. ADA404285
- 02-12 Pounds J, & Isaac A: Development of an FAA-EUROCONTROL technique for the analysis of human error in ATM. ADA405379
- 02-13 Cruz C, Boquet A, Detwiler C, & Nesthus T: A laboratory comparison of clockwise and counter-clockwise rapidly rotating shift schedules, Part II. ADA405385
- 02-14 Chaturvedi AK, Smith DR, Soper JW, & Canfield DV: Characteristics and toxicological processing of postmortem pilot specimens from fatal civil aviation accidents. ADA405378
- 02-15 Lewis RJ, Johnson RD, & Canfield DV: An accurate method for the determination of carbon monoxide in postmortem blood using GC/TCD.
- 02-16 McLean GA, Corbett CL, Larcher KG, McDown JR, Palmerton DA, Porter KA, Shaftstall RM, & Odom RS: Access-to-Egress: Interactive effects of factors that control the emergency evacuation of naïve passengers through the transport airplane Type-III overwing exit.
- 02-17 Hunter D: Risk perception and risk tolerance in aircraft pilots. PB2003100818
- 02-18 Bailey LL, & Willems BF: The moderator effects of taskload on the interplay between en route intra-sector team communications, situation awareness, and mental workload.
- 02-19 Roy KM, & Beringer DB: General aviation pilot performance following unannounced in-flight loss of vacuum system and associated instruments in simulated instrument meteorological conditions.
- 02-20 Boquet A, Cruz C, Nesthus TE, Detwiler C, Knecht W, & Holcomb K: A laboratory comparison of clockwise and counter-clockwise rapidly rotating shift schedule, Part III: Effects on core body temperatures and neuroendocrine measures.
- 02-21 Williams KW, Yost A, Holland J, & Tyler RR: Assessment of advanced cockpit displays for GA. aircraft: The Capstone Program.
- 02-22 Moertl PM, Canning JM, Gronlund SD, Dougherty MRP, Johansson J, & Mills SH: Aiding planning in air traffic control: An experimental investigation of the effects of perceptual information integration.
- 02-23 Goldman SM, Fiedler ER, & King RE: General aviation maintenance-related accidents: A review of 10 years of NTSB data.
- 02-24 Heil MC, Detwiler CA, Agen RA, Williams CA, Agnew BO, & King RE: The effects of practice and coaching on the Air Traffic Selection and Training Battery.

PART II: AUTHOR INDEX

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
A			
Abbott JK-----	70-4, 70-13, 72-12, 77-9, 83-12, 85-4, 86-3, 86-5.	Bergey KH-----	72-27.
Adams HJ-----	98-5.	Bergin JM-----	73-5.
Adams T-----	63-23, 63-25, 65-16, 65-28, 65-29, 65-30, 66-23.	Berkley WJ-----	65-5, 65-6.
Agee FL, Jr.-----	66-24.	Beringer DB-----	96-15, 96-16, 97-24, 00-26, 02-07, 02-19.
Agen RA-----	98-8, 02-24.	Berninger D-----	91-16.
Agnew BO-----	00-12, 02-24.	Besco RO-----	95-5.
Albright CA-----	96-5, 98-26.	Billings CE-----	72-4.
Allen ME-----	Tech.Pub.#1, 64-16, 65-17, 66-1, 66-2, 68-7.	Billings SM-----	67-17.
Allgood MA-----	70-16, 75-2, 75-13.	Birkey M-----	95-28.
Alluisi EA-----	78-34.	Biron WJ-----	84-1.
Anderson JA-----	79-23, 80-12.	Blanchard RE-----	93-9, 94-5, 95-6.
Armstrong R-----	66-17.	Blank CL-----	00-20.
Ashby FK-----	67-8.	Bleckley MK-----	97-22.
Antuñano MJ-----	93-3, 01-15.	Blethrow JG-----	66-42, 70-19, 72-15, 77-11, 78-3, 79-22, 80-12.
Armenia-Cope R-----	93-14.	Blossom CW-----	78-31.
Arnell F-----	97-22.	Bolding FA-----	80-8.
Atocknie PA-----	89-10.	Boone JO-----	78-10, 78-36, 79-14, 79-21, 80-5, 80-7, 80-15, 82-2, 82-11, 82-18, 83-6, 83-9.
Aul JC-----	92-5.	Booze CF, Jr.-----	68-5, 68-9, 69-11, 70-18, 72-13, 73-8, 73-10, 74-5, 75-5, 76-7, 77-10, 77-20, 78-21, 79-19, 80-8, 81-9, 81-14, 83-18, 84-3, 84-8, 85-6, 87-7, 89-2, 90-7.
Aviation Medical Library, FAA-----	64-20.	Boquet A-----	02-8, 02-13, 02-20.
B		Boren HK-----	00-22.
Badgley JM-----	69-22.	Bourdet NM-----	71-36.
Bailey JP-----	73-16, 74-9, 75-8, 77-18, 78-11.	Boyer D-----	94-17, 94-26, 95-23, 96-9.
Bailey LL-----	96-24, 98-24, 99-17, 99-24, 99-25, 99-27, 00-14, 00-17, 00-25, 00-28, 01-19, 01-20, 02-18.	Braden GE-----	69-22, 73-1.
Bain DL-----	97-22.	Brake CM-----	62-18, 63-1, 63-16, 63-22, 63-32, 65-27.
Baker SP-----	96-3.	Branson DM-----	85-11.
Balke B-----	62-6, 63-6, 63-12, 63-18, 63-33, 63-34, 64-2, 64-3, 66-36.	Brecher GA-----	69-23, 70-2, 71-22, 72-8.
Bannister JR-----	78-4.	Brecher MH-----	69-23, 70-2, 71-22.
Barile AB-----	96-5.	Brecht-Clark J-----	94-4.
Barnard C-----	66-16.	Britton TW-----	93-20, 95-15.
Bartanowicz RS-----	86-2.	Broach DM-----	91-4, 91-11, 91-18, 92-26, 93-4, 94-4, 94-9, 96-6, 96-13, 97-4, 97-15, 97-19, 98-8, 98-22, 98-23, 99-16, 99-24, 00-15, 02-9.
Baxter NE-----	84-6, 90-1.	Broadhurst JL-----	72-30.
Bedell RHS-----	67-22.	van Brummelen AG-----	65-8.
Behn LD-----	97-12, 99-19, 00-3.	Bruni CB-----	69-6, 69-16.
Beiergrohslein D-----	78-26.	Bryant KD-----	89-6.
		Busby DE-----	77-11.

Author	Report Number	Author	Report Number
C			
Caldwell L -----	00-10.		76-12, 76-14, 77-24, 78-13, 79-7, 79-9, 79-26, 80-7, 81-15, 81-16, 82-19, 83-6, 84-6, 85-3, 85-5, 86-9, 87-4, 88-2, 88-3, 89-7, 90-1, 90-4, 91-8, 92-1, 93-2, 94-1, 95-1, 95-3, 95-7, 95-13, 96-1, 96-21, 96-22, 97-1, 98-1, 99-1, 00-1, 01-1, 03-1.
Canfield DV -----	91-12, 92-23, 92-24, 92-25, 94-14, 94-16, 95-26, 95-28, 96-14, 96-17, 98-5, 98-18, 98-21, 99-14, 99-15, 99-29, 00-9, 00-16, 00-21, 00-22, 00-29, 00-34, 01-12, 02-14, 02-15.	Coltman JW -----	83-3.
Canning JM -----	01-16, 02-1, 02-22.	Comerford DA -----	02-3.
Capps MJ -----	Tech.Pub.#1, 64-14, 65-1, 65-2.	Constant GN -----	73-19, 76-4.
Cardona PS -----	00-29.	Contempore C -----	00-10.
Carroll JJ -----	70-16.	Convey JJ -----	83-11, 85-7, 86-6.
Chandler RF -----	68-24, 72-27, 74-4, 76-9, 77-11, 78-6, 78-12, 78-23, 78-24, 79-17, 80-12, 82-8, 83-16.	Cook EA -----	72-30, 78-23.
Chase RC -----	72-4.	Copeland K -----	00-5.
Chaturvedi AK -----	91-17, 93-7, 93-8, 94-7, 94-18, 95-8, 95-26, 97-14, 98-10, 98-18, 98-21, 99-11, 99-14, 99-15, 99-29, 00-9, 00-16, 00-22, 00-34, 01-12, 02-14.	Corbett CL -----	01-18, 02-16.
Chesterfield BP -----	80-13, 81-7.	Cosper KK -----	98-19.
Chiles WD -----	69-6, 69-9, 69-10, 69-14, 69-16, 71-17, 71-28, 72-5, 72-11, 72-19, 72-21, 74-10, 75-10, 75-14, 76-1, 76-11, 77-15, 77-17, 78-19, 78-33, 78-34, 79-7.	Court MC -----	97-20.
Chittum CB -----	89-14, 92-27, 95-22, 96-18, 98-2, 98-3, 99-10.	Crain RA -----	65-17, 66-2.
Chubb GP -----	96-19, 97-6.	Crane CR -----	63-27, 67-21, 70-4, 70-13, 72-12, 77-9, 78-26, 83-12, 85-4, 86-1, 86-3, 86-5, 86-8, 89-4, 90-15.
Cierebiej A -----	69-18, 71-9.	Cremer RL -----	84-1.
Clark G -----	66-5, 66-26, 66-34, 69-19.	Crosby WM -----	68-6, 68-24, 69-3, 69-5.
Clough DL -----	88-5.	Crutchfield J -----	99-3.
Cobb BB, Jr. -----	62-2, 62-3, 63-31, 65-19, 65-22, 67-1, 68-14, 71-30, 71-36, 71-40, 72-18, 72-22, 72-33, 73-7, 74-2, 74-7, 74-8, 75-3, 76-6.	Cruz CE -----	95-12, 95-19, 96-23, 00-10, 02-8, 02-13, 02-20.
Coffey JD -----	96-12.	Culver JF -----	62-12.
Colangelo EJ -----	89-3.	D	
Collins WE -----	62-17, 63-3, 63-13, 63-14, 63-29, Tech.Pub.#1, 64-14, 64-15, 64-16, 65-1, 65-2, 65-17, 65-18, 65-24, 66-37, 67-2, 67-6, 67-7, 67-12, 67-19, 68-2, 68-10, 68-28, 69-15, 69-20, 70-10, 70-17, 71-20, 71-30, 71-31, 71-34, 71-39, 72-34, 72-35, 73-17, 73-18, 74-2, 74-3, 74-7, 75-1, 75-3, 75-4,	Dailey JT -----	77-25, 78-35, 82-11, 84-2.
		Darden EB, Jr. -----	78-8.
		Dark SJ -----	76-10, 78-25, 80-19, 83-5, 84-9, 85-9, 86-7, 90-5.
		Daugherty JW -----	62-10, 63-4.
		Davis AW, Jr. -----	63-12, 68-15, 68-18, 70-8, 77-17, 78-20, 78-25, 80-8, 84-4, 85-12, 90-7.
		Davis HV -----	71-41.
		Dean MA -----	00-15.
		Deimler JD -----	94-21, 94-22, 94-23.
		Delafield RH -----	69-12.
		Della Rocco PS -----	89-6, 90-13, 92-30, 95-12, 95-19, 96-23, 99-2, 00-10, 00-32.
		Deloney JR -----	83-7.
		deSteiguer D -----	78-4, 80-18, 83-10, 83-14.
		DeJohn CA -----	97-2, 97-21, 00-13.
		Detwiler C -----	02-8, 02-13, 02-20, 02-24.
		DeWeese R -----	92-20, 93-14, 94-19, 95-30, 98-11, 02-11.
		Diehl AE -----	87-6.

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Dill DB -----	63-33.	Fisher RG -----	74-4.
Dille JR -----	62-12, 63-2, 63-21, 63-24, 63-27, 66-14, 66-27, 68-8, 68-16, 72-1, 74-1, 76-7, 77-1, 77-20, 79-19, 80-11, 81-1, 81-14, 83-1, 83-18, 84-7, 87-1.	Flemig JW -----	94-14, 95-28.
Dillon RD -----	81-7.	Flux M -----	77-3, 77-16, 82-5.
Dittmar MJ -----	97-3.	Folk ED -----	70-18, 72-30, 73-10, 82-8, 92-27.
Dodd RS -----	96-3.	Fotouhi CH -----	96-6.
Dollar CS -----	87-4, 90-8, 94-13, 96-21, 97-17, 02-9.	Fox CM -----	01-10, 02-4.
Donnelly SS -----	00-6.	Fowler PR -----	63-8, 67-5, 75-7, 77-17, 80-10, 83-2.
Dougherty MRP -----	97-22, 98-16, 01-16, 02-1, 02-22.	Freud SL -----	64-9, 64-10, 64-17, 66-25.
Downey LE -----	90-5.	Friedberg W -----	71-26, 78-8, 80-2, 82-12, 92-2, 00-33.
Drechsler GK -----	93-1, 95-16.	Fromhagen C -----	71-18.
Driskill WE -----	97-3, 97-23, 98-7.	Fulk GW -----	91-1.
Druray CG -----	91-16.	Fuller DK -----	94-3, 95-4.
Duke F -----	00-33.	Funkhouser GE -----	63-25, 66-14, 67-4, 67-17, 68-13, 68-15, 68-18, 70-5, 71-2, 71-17, 72-17, 73-22, 75-10, 75-14, 76-11, 77-8, 77-17, 78-19, 79-10, 80-10, 81-8, 82-10, 83-2, 83-14, 85-10, 87-2, 89-8, 89-11, 91-6, 92-27, 95-20, 95-22, 96-18, 98-3, 99-10.
Duncan JC -----	63-30.		
Durso FT -----	98-26, 99-3, 00-5, 01-16.		
E		G	
Earley JC -----	62-7.	Galaxy Sci.Corp. -----	93-5, 93-15, 94-12, 95-14, 96-2.
Edwards MB -----	92-31, 94-3, 95-4, 95-9.	Galerston EM -----	68-13, 68-18.
Elam GW -----	73-17, 81-16, 82-19.	Ganslen RV -----	63-12, 63-34.
Emanuel T -----	97-11.	Garber M -----	00-29, 01-12.
Emerson TE, Jr. -----	62-18, 63-1, 63-16, 63-22, 66-11.	Garner JD -----	62-1, 62-9, 65-7, 66-42, 70-19, 72-30, 77-11, 78-3, 78-23, 79-22, 80-12.
Endecott BR -----	70-3, 77-9, 77-19, 83-12, 85-4, 86-1, 86-3, 86-5, 89-4, 90-15, 90-16, 91-17, 93-7, 93-8, 94-7, 94-18, 00-21.	Garner RP -----	94-10, 95-17, 95-29, 96-4, 97-7, 98-4, 98-27, 99-4, 00-6.
Endsley MR -----	94-27, 97-13.	Gay DJ -----	77-24.
England HM -----	89-10, , 92-18, 92-22, 93-6, 94-10.	Geiwitz KL -----	00-6.
Enos RJ -----	99-24.	George MH -----	91-2, 91-3, 95-20, 95-22, 95-25, 96-18, 98-3, 99-5, 99-10.
F		Gerathewohl SJ -----	69-17, 69-24, 70-9, 71-10, 71-33, 75-5, 77-6, 78-16, 78-27.
Fairlie GW -----	91-6, 92-27.	Gerke RJ -----	72-4.
Farmer WL -----	96-13, 97-4, 98-24, 99-16, 00-3, 01-4.	Gibbons HL -----	68-8, 69-9, 69-10, 71-18.
Faulkner DN -----	78-8, 82-12, 92-2.	Gilcher RO -----	84-4.
Feinberg R -----	65-9, 65-25.	Giles E -----	79-2.
Ferraro DP -----	73-12, 75-6.	Gilliland K -----	93-13, 97-5, 97-25, 99-20.
Fiedler ER -----	00-32, 01-11, 02-23.	Gilson RD -----	71-20, 71-34, 72-34.
Fineg J -----	68-24.	Gogel WC -----	62-15, 63-10, 63-20, 63-28, 64-13, 65-11, 65-32, 66-22, 66-24, 67-18, 67-20.
Fiorica V -----	66-6, 66-11, 66-14, 66-41, 68-4, 68-15, 68-23, 70-8, 70-18, 71-11, 71-15, 71-23, 71-41.	Goldman RF -----	62-5.



Author	Report Number	Author	Report Number
Goldman SM -----	02-23.		
Goulden DR -----	71-5, 72-16, 73-19, 76-4, 81-4, 83-17.		80-9, 80-10, 81-8, 82-10, 83-2, 83-4, 83-14, 85-5, 85-10, 85-11, 87-2, 87-5, 89-5, 89-8, 89-10, 89-11, 89-12.
Gowdy RV -----	90-11, 92-20, 93-14, 94-19, 98-11, 99-5, 02-11.	Hill RJ -----	71-39.
Grape PM -----	77-8, 78-13, 80-3, 81-15, 82-15, 85-8.	Hill TJ -----	93-19.
Grimm EJ -----	72-16, 73-19, 75-4, 76-4.	Hillman DJ -----	94-22.
Grimm MH -----	72-1, 74-1, 87-1.	Hilton TF -----	97-8, 97-12, 99-19, 00-3.
Gronlund SD -----	97-22, 98-16, 01-16, 02-1, 02-22.	Hilton Systems Inc -----	94-20.
Guedry FE, Jr. -----	67-6, 67-7, 71-20, 71-34, 72-34.	Hinshaw LB -----	62-18, 63-1, 63-16, 63-22, 63-26, 63-32, 66-11.
Guilkey JE -----	98-6.	Hoffman SM -----	69-12, 72-17, 73-21, 73-22, 74-11, 75-7, 76-13, 77-5.
Gurman EB -----	94-21.	Holcomb K -----	02-20.
H		Holland J -----	02-21.
Hackworth CA -----	98-26, 99-3.	Holloway FA -----	94-24.
Hanneman GD -----	70-3, 77-8, 78-8, 81-11, 84-5, 87-3, 87-8.	Holmes DD -----	63-23, 63-26, 66-11.
Hand DK -----	97-3, 97-23, 98-7.	Hordinsky JR -----	91-2, 91-3, 92-11, 92-19, 92-23, 94-14, 94-16, 95-28, 97-2, 98-10, 00-21.
Hanson PG -----	68-6, 68-24, 69-5, 69-13.	Houk VN -----	64-7.
Hansrote RW -----	97-21.	Houston ER -----	98-5.
Haraway A -----	81-1, 83-1.	Hudgins CB -----	98-4, 98-27.
Harper CR -----	66-30.	Hudson LS -----	90-7.
Harris HC, Jr. -----	95-3, 95-7, 96-16, 97-24, 99-22.	Huffine EF -----	92-24, 92-25, 99-15.
Harris JL -----	84-7.	Huffman HW -----	64-15.
Harris RM -----	94-22.	Hufnagel CA -----	64-7.
Harrison HF -----	66-16, 70-21.	Hulin CL -----	97-11.
Hart IS -----	00-3.	Hunter CE -----	65-31.
Hartel CEJ -----	95-21.	Hunter DR -----	95-27, 96-19, 97-3, 97-6, 97-16, 97-23, 98-6, 98-7, 99-7, 02-17.
Hartel GF -----	95-21.	Huntley MS, Jr. -----	91-7, 91-13.
Hartman S -----	79-2.	Hurst MW -----	78-39.
Hasbrook AH -----	62-7, 62-9, 62-13, 65-14, 66-32, 68-12, 68-22, 70-7, 71-24, 72-9, 72-27, 73-9, 73-23, 75-12, 77-24.	Hutto GL -----	72-24, 77-21, 81-5.
Hauty GT -----	65-5, 65-6, 65-16, 65-28, 65-29, 65-30.	Hyde AS -----	63-30.
Hawkes GR -----	62-11, 62-16.	Hynes MK -----	99-30, 00-11.
Heil MC -----	99-18, 99-23, 00-12, 01-4, 01-5, 01-6, 02-24.	Hyland DT -----	94-21, 94-22, 94-23.
Heil SKR -----	01-4.	I	
Hellman CM -----	91-15, 92-13, 93-18.	Iampietro PF -----	62-5, 62-18, 63-1, 63-23, 66-14, 66-23, 68-15, 69-10, 70-8, 70-22, 71-2, 71-4, 71-17, 72-17, 72-35, 75-10, 75-14.
Hendrix A -----	95-15.	Ice J -----	63-30.
Higgins EA -----	63-23, 66-14, 66-39, 68-13, 68-15, 68-18, 69-10, 70-5, 70-8, 71-17, 71-41, 72-17, 73-22, 75-10, 75-14, 76-11, 77-8, 77-17, 78-5, 78-19, 79-10, 79-20,	Isaac A -----	02-12.
		Irons FM -----	73-13, 73-20.

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
J			
Jahns DW	99-9, 00-4.	LaJonchere CM	99-28.
Jeffress LA	63-7.	Lamb MW	96-3.
Jenkins CD	78-39.	Lambrou P	99-22.
Jennings, AE	69-10, 69-14, 72-5, 72-11, 72-21, 75-10, 75-14, 76-1, 76-11, 77-17, 78-19, 78-33, 78-34, 78-37.	Lamonica J	00-26.
Jensen RS	96-19, 97-6, 98-6, 99-7.	Langston ED	72-6 72-7.
Johansson J	02-1, 02-22.	Larcher JG	00-13.
Johnson RD	00-20, 02-15.	Larcher KG	02-16.
Johnson WB	91-16.	Lategola MT	63-11, 66-16, 66-17, 66-20, 66-21, 70-8, 70-18, 70-21, 71-8, 71-19, 72-20, 72-26, 73-10, 74-6, 77-3, 77-16, 78-5, 78-20, 79-8, 79-20, 80-9, 81-2, 82-3, 82-4, 82-5, 84-4.
Jones KN	71-5, 71-7, 71-29, 72-14, 72-16, 72-25, 73-14, 75-1.	Lay CD	71-36, 72-22.
Jordan JL	82-14.	Layton CF	95-31.
Jones JP	92-31.	Layne PJ	74-6.
Josenhans WKT	65-8.	Leeper RC	73-23.
Joseph KM	99-9, 99-17, 99-25, 99-27, 00-4, 00-14.	Lieberman P	98-20.
Kupfer DM	00-16.	Lennon AO	75-4, 77-24.
K		Lentz JM	76-14.
Kanki BG	96-10.	Lester LF	87-6.
Karim B	72-27.	Leverett S, Jr.	63-30.
Karson S	70-14.	Lewis MA	78-7, 78-36, 79-3, 79-14.
Kay EJ	94-21, 94-22, 94-23.	Lewis MF	67-8, 67-16, 67-24, 68-20, 68-27, 70-15, 71-27, 71-32, 71-42, 72-29, 73-6, 73-12, 73-18, 75-6, 79-4, 81-6, 82-6.
Keen FR	66-31.	Lewis RA	69-6, 69-16.
Kegg PS	88-3.	Lewis RJ	99-15, 00-20, 00-29, 02-15.
Kendall WW	63-25.	Li G	96-3.
Key OR	97-21.	Linder MK	80-11.
Kidd GD, Jr.	79-5.	Lintern G	97-11.
King RE	02-23, 02-24.	Loewenfeld I	65-9.
Kinn JB	68-3.	Lofberg MS	83-16.
Kirkbride LA	96-19.	Loochan FK	91-14, 92-14.
Kirkham WR	78-13, 80-3, 80-6, 81-10, 81-15, 82-7, 82-13, 83-8.	Lowenstein O	65-9.
Knecht W	02-20.	Lowrey DL	72-6, 77-11, 78-3, 79-22, 80-12, 80-13, 82-7, 82-13, 83-8.
Knowlan DM	64-11.	Luchsinger PC	64-8.
Kochan JA	97-6.	Lyne PJ	63-8, 73-10, 77-3, 77-16, 78-20, 81-2, 82-3, 82-4, 84-4, 85-10, 87-2, 89-8, 89-10, 89-11, 89-12.
Korty P	62-10, 63-4.	Lynn CA	73-10.
Kot PA	64-11.	M	
Kranz G	70-10.	Maclin O	96-20.
Kupiec TC	92-24, 96-14, 96-17, 97-14.	Madakasira S	92-11.
L		Mandella JG, Jr.	95-29, 98-4, 98-27.
Lacefield DJ	78-31, 82-15, 85-8.	Manning CA	84-6, 88-3, 89-6, 90-4, 90-6, 90-13, 91-9, 92-5, 92-26, 92-31, 94-3, 94-9, 95-4, 95-9.
Lacey DE	62-10, 63-4.		
Lacy CD	71-5.		

Part II: Author Index

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
	96-5, 97-15, 97-22, 98-16, 98-26, 99-3, 00-2, 00-5, 01-5, 01-6, 01-10, 02-2, 02-4.	Milke RM -----	99-22.
Marcus JH -----	93-14, 94-11, 96-7, 96-11, 97-18, 97-20.	Millett DP -----	00-21.
Marsh DK, II -----	98-9.	Mills SH -----	97-7, 98-15, 00-30, 01-10, 01-11, 01-16, 02-1, 02-2, 02-4, 02-22.
Mastrullo AR -----	81-15.	Moertl PM -----	00-5, 02-1, 02-22.
Masucci FD -----	63-22.	Mogford LS -----	98-14.
Mathews JJ -----	72-18, 72-22, 72-33, 73-7, 74-2, 74-7, 75-3.	Mogford RH -----	98-14.
May ND -----	92-4.	Mogilka HJ -----	01-10, 02-4.
McCauley ME -----	01-17.	Mohler SR -----	62-4, 62-20, 63-2, 65-7, 65-13, 66-1, 66-3, 66-8, 66-25, 66-29, 66-30, 66-31, 66-32, 67-22, 68-8, 68-16, 69-2, 69-17, 69-18, 70-12, 71-9, 71-10, 71-33, 72-2, 72-28, 75-5, 80-4, 96-25.
McClenathan JE -----	64-7.	Moise S -----	92-11.
McConville JT -----	76-9.	Montgomery RW -----	93-21, 94-15, 95-11, 96-12, 99-6, 00-19, 00-23, 01-7, 01-14, 02-6, 02-10.
McCoy J -----	66-17.	Moore CM -----	69-19.
McDown JR -----	02-16.	Morgan JC -----	68-26.
McFadden EB -----	62-13, 62-21, 63-9, 65-7, 66-7, 66-13, 66-20, 67-3, 67-4, 67-9, 70-20, 71-37, 72-10, 78-1, 78-4, 78-9, 79-13.	Morris Edward W -----	66-27.
McKenzie JM -----	63-8, 66-41, 67-5, 71-2, 71-21, 73-21, 73-22, 74-11, 75-7, 75-10, 75-14, 76-11, 76-13, 76-15, 77-17, 77-23, 78-18, 78-19, 78-30, 78-40, 79-10, 79-20, 80-10, 81-8, 81-13, 82-10, 83-2, 83-4.	Morris Everett W -----	70-9.
McLean GA -----	89-8, 89-10, 89-11, 89-12, 91-12, 92-18, 92-22, 92-27, 93-6, 93-19, 95-22, 95-25, 96-18, 98-2, 98-3, 98-19, 99-5, 99-10, 01-2, 02-16.	Morrison JE -----	96-6.
Mehling KD -----	71-31.	Morrow DG -----	99-21.
Mejdal S -----	01-17.	Moser E -----	83-2.
Melton CE, Jr. -----	63-5, 64-18, 66-35, 66-39, 67-15, 68-26, 69-1, 69-12, 71-2, 71-21, 71-23, 72-17, 73-15, 73-21, 73-22, 74-11, 75-7, 76-2, 76-13, 77-5, 77-23, 78-5, 78-18, 78-40, 79-20, 80-9, 80-16, 81-13, 82-17, 85-2, 86-2, 89-13.	Moser KM -----	64-5, 64-7, 64-8.
Melton RJ -----	79-23.	Moses R -----	66-14, 68-4, 71-11, 71-15, 80-10.
Mertens HW -----	65-32, 66-22, 66-38, 67-20, 67-24, 68-27, 70-15, 71-42, 72-29, 75-6, 77-12, 78-15, 79-4, 79-25, 81-6, 81-8, 82-6, 82-10, 83-4, 83-15, 85-3, 85-5, 88-2, 90-9, 92-6, 92-28, 92-29, 92-30, 93-16, 93-17, 95-13, 96-22, 97-10, 99-8.	Mullen SR -----	77-17, 78-19, 79-10.
Mertens RA -----	67-2, 68-7, 70-10, 71-5.	Murcko LE -----	76-4, 77-1.
Milburn NJ -----	82-10, 92-28, 92-29, 92-30, 93-16, 93-17, 95-13, 96-22, 97-10, 99-8.	Murphy RE -----	98-4, 98-27, 00-6.
		Myers JG -----	90-2, 91-5, 91-10, 92-15, 92-16, 95-10.
			N
		Naff KC -----	00-27.
		Nagle FJ -----	63-12, 63-34, 64-2, 66-36.
		Nakagawara VB -----	90-10, 91-1, 91-14, 92-14, 93-11, 93-21, 94-10, 94-15, 95-11, 96-12, 96-27, 98-25, 99-6, 00-18, 00-19, 00-23, 01-7, 01-10, 01-14, 02-6, 02-10.
		Nance C -----	00-26.
		Naughton J -----	64-2, 66-17, 66-21, 66-36.
		Neal GL -----	65-31.
		Neas BR -----	78-8, 80-2.
		Neddick M -----	99-9.
		Nelson JM -----	71-26.
		Nelson PL -----	72-33, 73-7, 74-8.

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Nesthus TE -----	95-5, 95-7, 97-7, 97-9, 97-25, 99-20, 02-8, 02-13, 02-20.	Pollard DW -----	78-3, 79-6, 79-23, 82-8, 84-1, 85-1.
Newton JL -----	63-33.	Porter KA -----	02-16.
Newton NL -----	62-12.	Pounds J -----	99-12, 02-12.
Nguyen K -----	0032.	Price GT -----	69-3, 69-13, 74-4, 77-8.
Nicholas J -----	00-33.	Prinzo OV -----	93-20, 95-15, 96-10, 96-20, 96-26, 98-17, 98-20, 01-8, 01- 9, 02-5.
Nichols EA -----	72-2.	Purswell JL -----	72-27, 73-23.
Nikolic D -----	99-3.		
Norwood GK -----	71-25, 71-38, 82-14.		
Nye LG -----	89-7, 90-4, 90-8, 91-8, 92-7, 92-8, 92-9, 92-10, 94-13.		

O

O'Brien K -----	00-33.
O'Connor WF -----	65-10, 66-10, 66-15.
O'Dell JW -----	70-14.
O'Doherty DS -----	65-4.
Odom RS -----	02-16.
O'Donnell RD -----	92-11, 95-24.
Ohrt DD -----	97-22, 98-16.
Orme DR -----	01-11.
OU Vortac -----	92-31, 94-3, 95-4, 95-9, 96-5.
Ozur H -----	82-11.

P

Packingham KD -----	99-28.
Parker JF, Jr. -----	89-9, 90-14, 95-2.
Page BB -----	63-22.
Palmerton DA -----	98-3, 98-13, 02-16.
Patterson JC -----	01-11.
Pearson DW -----	68-17, 69-7, 69-19.
Pearson RG -----	63-35, 65-10, 65-31, 66-19.
Pendergrass GE -----	63-27, 66-10, 66-15.
Penland T -----	85-1.
Pennybaker AL -----	96-25.
Perloff JK -----	64-19.
Perry JL -----	98-16.
Perry RB -----	64-8.
Peterson LM -----	00-28, 01-19, 01-20.
Pfleiderer EM -----	00-24, 01-10, 02-2, 02-4.
Phillips EE -----	63-34.
Phillips S -----	97-11.
Pickett E -----	98-20.
Pickrel EW -----	77-25, 79-18, 82-11, 83-11, 84-2.
Pidkowicz JK -----	80-8.
Pinkerson AL -----	64-11.
Pinski MS -----	78-4, 78-14.
Podolak E -----	65-25, 68-3.
Polis BD -----	71-2, 73-21, 73-22.

Q

Quebe J -----	97-3, 98-7.
---------------	-------------

R

Raeke JW -----	62-21.
Ramos RA -----	01-5, 01-6.
Rana B -----	75-9.
Rasmussen PG -----	70-7, 71-24, 72-9, 73-9, 75-12, 77-2, 77-7, 77-13, 77-14, 78- 17, 78-22, 78-28, 78-29, 78-41, 79-22, 80-13, 81-7, 89-14, 92- 12, 94-8.
Reed W -----	72-6, 73-1.
Reighard HL -----	65-3, 76-8, 78-35.
Reins DA -----	63-26, 65-27, 66-11.
Revzin AM -----	70-11, 73-3, 73-4, 77-22, 78- 2, 79-15, 92-12, 94-8.
Reynolds HI -----	67-4.
Reynolds HM -----	75-2, 75-13, 76-9, 82-9.
Rice N -----	70-10.
Rieger JA, Jr. -----	66-11.
Ritter RM -----	93-7, 93-8, 94-7, 98-18, 98- 21.
Rizutti BL -----	76-6.
Roberts PA -----	78-31, 82-15, 85-8.
Robinette KM -----	83-16.
Robinson CP -----	77-19, 78-26.
Robinson S -----	63-33.
Rock DB -----	82-11.
Rodgers MD -----	93-1, 93-9, 93-12, 93-22, 94- 27, 95-16, 95-18, 97-13, 98- 14.
Roe BA -----	00-16.
Rohrbaugh JW -----	99-28.
Rosa RR -----	95-32.
Rose RM -----	78-39.
Ross A -----	67-22.
Rotter AJ -----	92-31.
Rowlan DE -----	72-15.
Rowland RC, Jr. -----	67-10.

Author	Report Number	Author	Report Number
Roy KM -----	02-9.	Simpson JM -----	66-13, 67-9, 78-13, 80-3.
Rubenstein CJ -----	93-19.	Simpson LP -----	81-4.
Rueschhoff BJ -----	85-11.	Sirevaag EJ -----	99-28.
Rush L -----	97-9.	Sirkis JA -----	70-9, 72-3.
Russell CJ -----	00-15.	Smith DR -----	00-9, 00-21, 00-34, 02-14.
Russell JC -----	85-12, 89-3.	Smith LT -----	93-19.
Ryan LC -----	70-3, 75-5, 80-4.	Smith MD -----	98-5, 98-21.
Rylander R -----	73-11.	Smith PW -----	62-8, 63-24, 69-9, 70-3, 77-9, 77-19, 78-26.
S		Smith RC -----	70-20, 71-14, 71-21, 71-28, 71-30, 71-35, 72-23, 72-24, 73-2, 73-15, 73-22, 74-12, 75- 7, 75-9, 76-2, 76-13, 77-21, 77-23, 78-32, 79-11, 80-14, 81-5.
Sahiar F -----	96-25.	Snow CC -----	62-9, 65-14, 65-26, 68-6, 68- 19, 68-24, 69-3, 69-4, 69-5, 69-13, 70-16, 72-27, 75-2, 79- 2, 82-9.
St. George R -----	99-9.	Snyder L -----	77-8, 82-12, 92-2.
Saldivar JT -----	66-39, 68-26, 72-17, 73-21, 73-22, 74-11, 75-7, 76-13, 77- 5, 77-23, 78-18, 78-40, 80-18, 81-13 83-10, 83-14, 85-10, 87- 2.	Snyder RG -----	62-13, 62-19, 63-15, 63-30, 65-12, 65-26, 68-6, 68-19, 68- 24, 69-3, 69-4, 69-5, 69-13, 76-9.
Salazar GJ -----	97-21.	Solomon LA -----	66-11.
Sanders DC -----	67-21, 70-4, 70-13, 72-12, 77- 9, 83-12, 85-4, 86-1, 86-3, 86-5, 86-8, 89-4, 90-15, 90- 16, 91-17, 93-7, 93-8, 94-7, 94-18, 95-8, 98-10.	Soper J -----	96-17, 99-29, 00-16, 02-14.
Sangal SP -----	95-5.	Southern TL -----	00-29.
Scarborough WR -----	64-12, 65-8, 65-15.	Spieth W -----	64-4.
Schlegel RE -----	93-13, 97-5, 97-25, 98-13, 99- 20.	Staggs CM -----	85-6.
Schlegel TT -----	89-10.	Stavinoha WB -----	66-11.
Schroeder DJ -----	68-10, 70-10, 71-6, 71-16, 71- 20, 71-31, 71-34, 71-39, 72-34, 73-17, 79-9, 81-16, 82- 19, 83-7, 83-17, 87-4, 89-7, 90-6, 90-8, 92-7, 93-4, 94-6, 94-13, 94-17, 94-26, 95-3, 95- 7, 95-32, 96-9, 97-17, 99-17, 99-22, 00-32.	Stedman VG -----	71-9.
Schvaneveldt R -----	00-26.	Steen, JA -----	71-27, 71-32, 72-29, 73-18, 75-1, 75-6, 80-5, 80-15, 84-1, 85-1.
Scow J -----	66-15.	Stern JA -----	94-6, 94-17, 94-26, 96-9, 99- 28.
Seipel JH -----	64-6, 65-4, 67-11.	Stoliarov N -----	94-6, 94-26, 96-9.
Sells SB -----	84-2.	Stutzman TM -----	91-5.
Sershon JL -----	84-5, 87-3, 87-8.	Swearingen JJ -----	62-1, 62-4, 62-13, 62-14, 63-9, 65-7, 65-20, 65-23, 66-3, 66- 12, 66-18, 66-40, 67-14, 69-22, 71-3, 71-12, 71-13, 72-6, 72-7, 72-15, 73-1.
Shanbour K -----	66-17, 66-21.	T	
Shaftstall RM -----	02-16.	Talleur D -----	97-11.
Shappell SA -----	00-7, 01-3.	Tang PC -----	63-21.
Shaw RV -----	96-24.	Taylor DK -----	75-9, 81-15, 83-6, 84-6.
Shehab RL -----	98-13.	Taylor HL -----	97-11.
Shepherd WT -----	89-9, 90-14, 91-16, 95-2, 95- 14, 95-31, 96-2.	Taylor JC -----	91-16.
Siegel PV -----	67-25, 68-9, 69-2, 69-17, 69- 18, 71-10.	Teague SM -----	92-19.
Simcox LS -----	84-3.		

<i>Author</i>	<i>Report Number</i>	<i>Author</i>	<i>Report Number</i>
Thackray RI -----	68-17, 69-7, 69-8, 69-21, 71-7, 71-29, 72-14, 72-25, 73-11, 73-14, 73-16, 74-9, 75-8, 77-18, 78-11, 79-12, 79-24, 80-1, 80-17, 81-5, 81-12, 82-1, 82-16, 83-13, 85-13, 86-4, 88-1, 88-4, 89-1, 90-3, 92-3, 92-6, 94-6.	Vaughan JA -----	68-13, 68-15, 68-18, 69-10, 70-5, 71-17, 72-17, 75-10, 75-14, 76-5, 76-11, 77-2, 77-7, 77-13, 77-14, 78-17, 78-22, 78-28, 78-29, 78-41, 79-20, 80-9.
Thomas AA -----	71-41.	Vedeniapin AB -----	99-28.
Thompson JJ -----	00-3.	Veregge JE -----	66-25, 67-22, 67-23.
Thompson KE -----	00-6.	Veronneau SJH -----	94-14, 95-5, 96-25, 97-2, 00-13, 00-18, 00-22.
Thompson RC -----	97-8, 97-12, 98-8, 98-24, 99-17, 99-19, 99-24, 99-25, 99-27, 00-14, 00-17, 00-25, 00-27, 00-28, 01-4.	Ververs PM -----	98-28.
Thomson GL -----	97-22.	Von Rosenberg CW -----	66-31.
Tobias JV -----	63-7, 63-17, 63-19, Tech. Pub.#1, 64-16, 65-17, 66-4, 67-10, 68-21, 68-25, 70-6, 71-1, 72-31, 72-32, 73-13, 73-20, 75-11, 76-3, 79-5, 79-16.	Voros RS -----	94-22.
Touchstone RM -----	69-21, 71-29, 72-14, 72-25, 73-11, 73-14, 73-16, 74-9, 75-8, 77-18, 78-11, 79-12, 79-24, 80-17, 81-12, 82-1, 82-16, 83-13, 85-13, 86-4, 88-1, 89-1, 90-3, 92-6, 94-6, 94-26, 96-9.	Vu N -----	94-7, 98-18, 99-14, 00-16.
Trent CC -----	79-8.	W	
Trites DK -----	61-1, 62-3, 63-31, 65-5, 65-6, 65-21, 65-22.	Wade K -----	01-15.
Trout EM -----	78-6, 78-12, 78-24, 79-17.	Wallace TF -----	69-22, 72-15, 78-13, 80-3.
Truitt TR -----	96-5, 98-26, 99-3, 00-5.	Warner D -----	92-11.
Tucker R -----	00-26.	Wayda ME -----	90-1, 92-1, 94-1, 96-1, 97-1, 98-1, 99-1, 00-1, 01-1, 03-1.
Turner JW -----	91-7, 91-13.	Weigmann DA -----	00-7.
Tyler RR -----	02-21.	Weissmuller JJ -----	97-3, 97-23, 98-7.
U		Welsh KW -----	76-5, 77-2, 77-7, 77-13, 77-14, 78-17, 78-22, 78-28, 78-29, 78-41.
Uhlarik J -----	02-3.	Wentz AE -----	64-1, 64-6.
Umberger EL -----	66-25.	Wernick JS -----	63-19.
Updegraff BP -----	69-20.	West G -----	71-17, 72-5, 72-19, 72-21, 74-10, 75-14.
V		West RW -----	91-1.
Valdez CD -----	77-4, 90-12.	Westura EE -----	68-3.
VanBuskirk LK -----	80-5, 80-15.	Wheelright CD -----	62-1.
Vance FP -----	68-26.	White MA -----	83-2.
VanDeventer AD -----	80-7, 83-6, 84-6.	White ME -----	82-10.
Vant JHB -----	89-5.	White VL -----	92-23, 94-16, 96-14, 96-17, 00-22, 01-12.
Vardaman JJ -----	94-5.	Wick RL, Jr. -----	72-4.
		Wicks SM -----	66-35, 66-39, 67-15, 68-26, 69-1, 77-23, 78-18, 78-40, 80-10, 81-13, 82-7, 82-13, 83-8.
		Wickens CD -----	98-28.
		Wiegman DA -----	01-3.
		Wilcox BC, Jr. -----	91-12, 92-18, 92-22, 93-6, 94-10, 96-25.
		Williams CA -----	00-14, 02-24.
		Willems BF -----	01-20, 02-18.
		Williams KW -----	94-25, 95-6, 96-8, 98-12, 99-13, 99-26, 00-8, 00-28, 00-31, 01-13, 02-21.
		Williams MJ -----	69-15.
		Willis DM -----	75-12.

Part II: Author Index

Author	Report Number	Author	Report Number
Wing H -----	91-9.		Z
Winget CM -----	75-10.		
Wise RA -----	97-7.		
Witt LA -----	91-10, 91-11, 91-15, 92-7, 92-8, 92-9, 92-10, 92-13, 92- 17, 92-21, 93-18, 94-2, 95-32, 97-8.	Zeiner AR -----	72-8.
Wittmers LE -----	65-27.	Zehner GF -----	83-16.
Wolbrink AM -----	00-13.	Zelenski JD -----	77-19.
Wolf MB -----	98-4.	Ziemnowicz SAR -----	65-4.
Wood KJ -----	91-14, 92-14, 93-11, 93-21, 94-15, 95-11, 96-27, 98-25, 99-6, 00-19, 01-14, 02-6, 02-10.		
Worley JA -----	99-17, 99-25, 99-27, 00-14.		
Wreggit S -----	97-9, 98-9.		
	Y		
Yanowitch EA -----	73-5.		
Yanowitch RE -----	72-2, 73-5.		
Yost A -----	02-21.		
Young CL -----	76-6.		
Young FA -----	79-2.		
Young JW -----	62-21, 65-23, 66-9, 66-33, 67- 13, 69-3, 69-4, 69-5, 69-13, 71-37, 74-4, 76-9, 78-14, 82- 9, 83-16, 89-8, 89-11, 93-10.		
Young PE -----	68-11, 68-12.		
Young WC -----	93-4, 96-13, 97-4.		

PART III: SUBJECT INDEX

Subject and Report Number

Acceleration, angular

- ...adaptation, 66-37, 67-6, 67-7, 67-12, 67-19, 69-20, 74-3.
- ...anti-motion sickness drugs effects, 81-16, 82-19.
- ...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34, 95-3.
- ...arousal effects on nystagmus, 62-17.
- ...arousal effects on vestibular response, 63-29.
- ...dextroamphetamine effects on performance, 73-17, 76-12.
- ...nystagmus after caloric habituation, 63-14, 64-14, 65-18, 67-2.
- ...nystagmus after rotation habituation, 63-13, 65-24, 68-2.
- ...rotation device, 64-15.
- ...secobarbital effects on performance, 73-17.
- ...sleep loss effects on performance, 76-12, 86-9.

Acceleration, linear (see also Deceleration)

- ...bibliography, 63-30.

Accidents

- ...age of pilots, 77-10.
- ...agricultural aircraft, 66-27, 66-30, 72-15, 78-31, 80-3.
- ...alcohol involved, 66-29, 68-16, 78-31, 80-4, 92-24, 98-5, 00-21.
- ...analyses of injuries, 70-16, 71-3, 72-15, 81-10, 82-7.
- ...bloodborne pathogens, 97-21.
- ...cabin injuries, 79-23, 82-8.
- ...carbon monoxide levels without fire, 80-11, 00-18, 00-34, 02-15.
- ...causes, 66-8, 66-27, 66-29, 67-23, 68-16, 69-2, 70-18, 78-13, 82-15.
- ...cockpit delethalization, 66-3, 66-12, 71-3.
- ...coronary atherosclerosis in pilot fatalities, 80-8, 85-6.
- ...diabetes indicators, stability of, 01-12.
- ...drugs and toxic chemicals as causes, 68-16, 78-31, 85-8, 95-28, 96-17, 00-9, 00-21, 00-29, 00-34.
- ...evacuation injuries, 79-6, 80-12, 99-30, 00-11.
- ...evacuation patterns, 62-9, 65-7, 70-16, 96-18.
- ...experience of pilots, 77-10.
- ...fatalities identification, 79-2, 98-18.
- ...fire, smoke protection, 67-4, 70-16, 70-20, 78-4, 83-10, 85-10.
- ...glucose levels, abnormal, 00-22.
 - in diabetic post-mortem samples, 01-12.
- ...HFACS, Human Factors Analysis and Classification System for human error, 00-7, 01-3.

Subject and Report Number

- applied to Alaskan CFIT accidents, 00-28.
- ...in-flight incapacitation, 87-7.
- ...in-flight vertigo and unconsciousness, 63-21.
- ...injuries, from seat impacts, 66-18.
 - in extreme vertical impacts, 62-19.
 - in rearward-facing seats, 62-7.
- ...instructional flights, 96-3.
- ...investigations, human factors findings, 63-35, 69-18, 72-2, 73-5, 80-6, 01-3.
- ...lapbelt-restraint injuries to pregnant females, 68-24.
- ...lost/disoriented, 95-1.
- ...maintenance-related in general aviation, 02-23.
- ...occupation of pilots, 77-10.
- ...older pilots, 67-22, 70-18.
- ...ophthalmic devices, role in, 01-14.
- ...padding for crash protection, 66-40.
- ...physician pilots, 66-25, 71-9.
- ...pilots with static physical defects, 76-7, 77-20, 79-19, 81-14, 83-18, 93-11.
- ...post mortem findings, 69-18, 92-23, 92-24, 92-25, 94-14, 95-28, 97-14, 98-18, 00-9, 00-16, 00-29, 01-12, 02-14.
 - quality assurance of forensic analyses, 99-11, 99-14, 99-15, 99-29, 01-12, 02-14.
- ...predisposition, 72-2, 73-5, 93-9.
- ...prevention with blind flight instruments, 66-32.
- ...propeller-to-person, 81-15, 93-2.
- ...railroad, 73-1.
- ...risk factors, for controlled flight into terrain (Alaska), 00-28.
- ...risk perception, relationship to, 02-17.
- ...seat cushions for flotation, 66-13, 98-19.
- ...shoulder harnesses to increase survival, 72-3, 83-8, 89-3.
- ...spatial disorientation, 78-13, 95-1, 96-21.
- ...stall warning, 66-31.
- ...suicide, 72-2, 73-5.
- ...survivability, fire/smoke, 95-8.
 - free-fall impacts, 63-15.
 - water impacts, 65-12, 68-19.
- ...triarterene in blood, identification of, 92-23.
- ...vision, contact lens use, 02-6.
 - refractive surgery, incidence, 02-10.
- ...visual acuity of pilots, 75-5, 81-14, 83-18, 00-18.
- ...water spray systems, 98-4.
- ...water survival, analysis of training programs, 98-19.
 - frequency of water survival accidents, 98-19.

Part III: Subject Index

Subject and Report Number

Aerial application

- ...accidents, 66-27, 66-30, 68-16, 72-15, 78-31, 80-3.
- ...biochemical effects of lindane and dieldrin, 62-10, 63-4.
- ...chlordimeform toxicity, 77-19.
- ...cholinesterase determination, 67-5.
- ...comparison of serum cholinesterase methods, 70-13, 72-12.
- ...dieldrin effects on liver, 66-5, 66-26.
- ...endrin effects, 66-11, 66-26, 66-34, 70-11.
- ...mechanisms of endrin action, 63-16, 63-26.
- ...organophosphate insecticides effects, 63-24, 69-19, 70-3.
- ...Phosdrin effects on performance, 72-29, 73-3.
- ...Phosdrin effects on vision, 73-4.
- ...storage stability of human blood cholinesterase, 70-4.
- ...toxic hazards, 62-8, 68-16, 78-31.
- ...treatment of methamidophos poisoning, 78-26.

Aerobatics

- ...blood donation effects, 84-4.
- ...G effects on pilots, 72-28, 82-13.

Age

- ...age 60 rule, 94-20, 94-21, 94-22, 94-23.
- ...air traffic controller health, 65-6, 71-8, 71-19, 72-20.
- ...air traffic controller performance, 61-1, 62-3, 65-21, 67-1, 71-36, 73-7, 84-6, 90-4.
- ...aircraft accident survival, 70-16.
- ...aircraft accidents, pilots involved, 67-22, 70-18, 77-10, 95-11.
- ...alcohol and altitude interaction, 88-2.
- ...alcohol effects on performance, 95-3, 95-7.
- ...aviation personnel, 64-1, 94-20, 94-21, 94-22, 94-23.
- ...binocular fusion time effects, 66-35.
- ...cardiovascular disease and performance, 64-4.
- ...cardiovascular health changes in airmen, 72-26.
- ...cockpit visual problems of senior pilots, 77-2, 77-7, 77-13, 77-14, 78-17.
- ...complex monitoring performance effects, 81-12, 82-16, 83-15, 85-3, 88-2.
- ...index for pilots, 77-6, 78-16, 78-27, 82-18.
- ...pupillary reflex relationship, 65-25.
- ...shift work, 95-19.
- ...sonic boom effects during sleep, 72-19, 72-24, 72-35.
- ...work capacity, 63-18, 63-33.

Air ambulance

- ...cardiopulmonary factors in perinatal air transport, 82-5.
- ...status of civilian air ambulance services, 71-18.

Subject and Report Number

Air bags

- ...restraint tests, 69-3, 69-4.

Air loads

- ...effects on man, 63-9.
- ...small-aircraft decompressions, 67-14.

Air piracy

- ...deterrence, 78-35.

Air traffic control

- ...ability requirements, 92-26, 98-8, 98-16.
- ...Air Traffic Selection and Training (AT-SAT) project, 00-2, 01-5, 01-6, 02-24.
- ...automation issues, 90-13, 92-31, 94-3, 95-4, 01-20, 02-1.
- ...blink parameters and display highlighting, 99-8.
- ...boredom with simulated radar control, 75-8, 80-1.
- ...Cockpit Display of Traffic Information (CDTI), 00-30, 01-9, 02-5.
- ...cognitive style aspects, 99-12.
- ...color highlighting and color deficiency, 92-6.
- ...communications, 96-10, 96-26, 99-21, 01-8, 01-9, 01-19, 01-20, 02-4, 02-18.
- ...conspicuity of colored and flashing targets, 90-3.
 - target blink amplitudes, 97-10, 99-8.
- ...data link communications, 01-8.
- ...density, warnings, and collision avoidance, 73-6.
- ...flight progress strips, use of, 92-31, 94-3, 95-4, 95-9, 96-5, 00-5, 02-22.
 - replacement with virtual tokens, 02-1.
- ...human error analyses technologies, 02-12.
- ...information requirements, TRACON, 95-16.
 - for planning ATC, 02-1, 02-22.
- ...job task taxonomy, 93-1.
- ...memory, 97-22.
- ...multifunction displays, human factors guidelines, 01-17, 02-21.
- ...napping and night shift performance, 00-10, 02-8.
- ...noise effects on performance of radar task, 79-24.
- ...operational errors and incidences, role of shift work and fatigue, 99-2.
 - role of employee attitudes and supervisor-controller ratios, 02-9.
- ...ophthalmic requirements, 96-12.
- ...POWER program, 01-10, 02-1.
- ...radar performance with and without a sweepline, 79-12.
 - with and without computer aiding, 89-1.
- ...radar training facility, 80-5, 80-15, 83-9.
- ...resource management, crew, 95-21.
- ...SATORI, 93-12, 97-13.

Subject and Report Number

- ...selection and supervisory training, 92-16.
- ...situation assessment through re-creation of incidents (SATORI), 93-12, 98-14.
- ...situation awareness, 94-27, 95-16, 97-13, 98-16, 99-3.
- ...simulator for research, 65-31.
- ...systematic air traffic operations research initiative (SATORI), 97-13, 98-14.
- ...teamwork, communication, 02-17.
 - performance feedback in simulation, 00-25.
 - teamwork, training platform, 99-24
- ...vigilance, at three radar display target densities, 77-18.
 - of men and women on simulated radar task, 78-11, 80-17.
- ...visual taskload, effects on CFF change during complex monitoring, 85-13.
 - effects on complex monitoring, 88-1, 90-3.
- ...voice communications from, 93-20, 98-17, 98-20, 01-9, 02-4.
- ...workload, complexity, and performance issues, 01-10, 02-2, 02-4.
 - and planning aids, 02-22.

Air traffic controllers

- ...age effects on performance, 61-1, 62-3, 65-21, 67-1, 71-36, 73-7, 81-12, 82-16, 84-6, 90-4, 96-23, 99-18, 99-23.
- ...anthropometry, 65-26.
- ...anxiety, with training, 89-7, 91-8.
 - with workload, 73-15, 80-14, 81-5.
- ...aptitude tests for selection, 65-19, 68-14, 71-28, 71-36, 71-40, 72-18, 89-6, 90-8, 97-15, 98-23, 99-16, 00-2, 01-5, 01-6.
- ...attitudes, 74-7, 74-12, 75-3, 79-11, 91-10, 00-17 02-9.
- ...attrition, 72-33, 74-2, 74-7, 75-3.
- ...biochemical stress index, 74-11, 75-7, 77-23, 78-5, 78-40.
- ...biodynamic evaluation, 71-8.
- ...biographical factors associated with training success, 83-6, 84-6, 90-4, 94-13.
- ...biomedical survey, 65-5, 65-6.
- ...collegiate training initiative, 98-22.
- ...color perception and job performance, 83-11, 90-9, 92-6, 92-28, 92-29, 96-22.
- ...color vision tests, 85-7, 90-9, 92-28, 92-29, 95-13, 96-22.
- ...communication, 93-20, 95-15, 96-10, 96-20, 96-26, 98-17, 98-20, 99-21, 01-8, 01-9, 01-19, 01-20, 02-5, 02-17.
- ...Composite Mood Adjective Check Lists to measure fatigue, 71-21.

Subject and Report Number

- ...decision support tools (DST) and controller-to-controller communications, 01-20.
- ...disease incidence and prevalence, 78-21, 84-3.
- ...education as selection factor, 76-6, 90-4.
- ...experience as selection criterion, 63-31, 71-36, 74-8, 00-12.
- ...fatigue and shiftwork, 99-2, 02-8.
- ...flight progress strips, use of, 92-31, 94-3, 95-4, 95-9, 96-5, 98-26, 00-5, 02-1, 02-22.
- ...flight service station, training, 86-6, 91-4.
 - organizational climate, 97-12.
- ...headset interference tones, 92-4.
- ...health changes, 71-19, 72-20, 78-39, 84-3.
- ...height and weight data, errors in, 73-10.
- ...incident reporting, 65-10.
- ...memory, 97-22, 98-16.
- ...military experience and selection, 92-5.
- ...motivational factors, 71-30, 73-2.
- ...Multiple Task Performance Battery for selection, 72-5, 74-10.
- ...napping and night shift performance, 00-10, 02-8.
- ...occupational vision, 96-12, 96-27.
- ...operational errors/deviations, 99-2, 02-9.
- ...performance and personality factors, 70-14, 93-4, 94-13.
- ...Performance and Objective Workload Evaluation Research (POWER), 01-10, 02-2.
- ...perceptions, of aircraft performance, 00-24.
 - of perceived workload based on data-linked pilot response time, 01-08.
- ...performance evaluation, 61-1, 65-22, 73-7, 93-12, 98-14, 00-2, 01-10, 02-1, 02-2, 02-13.
- ...Performance and Objective Workload Evaluation Research (POWER), 01-10, 02-2.
- ...performance on radar monitoring tasks, 82-1, 83-13, 86-4, 88-1, 88-4, 90-3, 94-26, 95-23, 97-10, 98-16, 99-8.
- ...performance during CDTI evaluation, 00-30, 01-9, 02-5.
- ...physiological responses, 71-2, 73-21, 73-22, 74-11, 76-13, 77-23, 82-17.
- ...pilot satisfaction with services, 90-6.
- ...planning activities of en route ATCSs, 01-16, 02-1, 02-22.
- ...presbyopic, 96-12, 96-27.
- ...psychological testing, 61-1, 62-2, 80-14, 81-5, 92-30, 97-17, 98-23, 99-16, 99-23.
- ...selection, 62-2, 72-33, 74-8, 76-6, 77-25, 78-7, 78-36, 79-3, 79-14, 79-21, 80-7, 80-15, 80-17, 82-11, 83-6, 84-2, 84-6, 88-3, 89-6, 89-7, 90-4, 90-8, 90-13, 91-4, 91-8, 91-9, 91-18, 92-5, 92-26, 94-4, 94-8, 96-6, 96-13, 97-4, 97-15, 97-17, 97-19, 98-23, 99-16, 99-18, 99-23, 00-2, 00-12, 00-15, 01-5, 01-6, 02-24.

Part III: Subject Index

Subject and Report Number

...sex differences in selection, training, and attrition, 72-22, 74-2, 74-7, 75-3, 96-13, 98-23.
...shift rotation patterns, effects, 73-22, 75-7, 77-5, 85-2, 86-2, 95-12, 95-19, 96-23, 99-2, 00-10, 02-8, 02-20.
...situation awareness, 99-3, 02-17.
...Sixteen Personality Factor test, air traffic controllers, 97-17.
...sleep patterns, 77-5, 95-12, 95-19, 00-10, 02-8.
...symptoms reported, 61-1.
...team work, performance feedback in simulation, 00-25.
 — in controller-to-controller communications, 01-19, 01-20, 02-17.
...training, 78-10, 79-3, 79-18, 80-5, 80-15, 82-2, 83-9, 88-3, 89-6, 89-7, 90-4, 90-8, 91-4, 94-9, 94-13, 95-4, 96-6, 98-8, 98-22, 98-23, 99-16, 00-12.
...voice communications, 93-20, 95-15, 98-20, 99-21, 01-8, 01-19, 01-20.

Air transportation

...animals, 77-8, 81-11, 84-5.
...high-risk pregnant women and neonates, 82-5, 00-33.
...human external loads, 98-13.
...infectious disease substances, 95-29.
...in-flight medical care, 00-13.
...medical kits, 91-2, 91-3, 97-1, 00-13.
...medical and psychological aspects, 71-10.
...sports parachutists, restraint systems, 98-11.
...standards for advanced systems, 71-33.
...wheel-well stowaways, 96-25.

Aircraft

...accident causes, 66-8, 66-25, 66-27, 66-29, 66-30, 67-23, 68-16, 69-2, 69-18, 71-9, 72-2, 73-5, 78-13, 78-31, 80-4, 82-15, 89-3, 98-5, 99-14, 99-15, 02-22.
...accident investigation, 62-7, 62-9, 63-21, 63-35, 67-22, 69-18, 72-2, 73-5, 79-2, 79-6, 80-3, 80-6, 80-11, 81-10, 82-7, 83-8, 85-8, 97-21, 98-10, 99-11, 00-7, 00-22, 00-28, 01-3.
...aging and maintenance, 92-3.
...attitude indicators, 73-9, 02-19.
...aural glide slope cues for instrument approaches, 71-24.
...biocidal fuel additive, 67-21.
...cabin safety data bank, 79-23, 82-8.
...cabin safety subject index, 84-1, 85-1.
...cargo compartment environment, 81-11.
...checklists, 91-7.
...cockpit delethalization, 66-3, 66-12, 71-3, 72-6, 72-7, 72-15.

Subject and Report Number

...cockpit visual problems, 77-2, 77-7, 77-13, 77-14, 78-17.
...communication in light aircraft, 72-31.
...control forces and female pilots, 72-27, 73-23.
...crew smoke-protective devices, 76-5, 78-4, 83-14, 89-5, 89-8, 89-11.
...decompression hazards, 67-14, 70-12, 99-4.
...design changes to reduce injuries, 71-3, 72-7, 83-8.
...displays, 98-9, 98-12, 01-17, 02-19.
...ditching studies, 78-1, 91-6, 98-19.
...escape slides, studies of, 98-3, 99-10.
...evacuation, 62-9, 65-7, 66-42, 70-16, 70-19, 72-30, 77-11, 78-3, 78-23, 79-5, 79-6, 80-12, 81-7, 89-5, 89-12, 92-27, 95-22, 95-25, 96-18, 98-19, 99-10, 99-30, 00-11, 01-2, 01-18, 02-11, 02-16.
...evacuation models, 94-11, 97-20.
...fire, smoke protection after accidents, 67-4, 70-16, 70-20, 78-4, 83-10, 85-10, 89-5, 89-8, 89-11, 89-12.
...fires, toxicity of combustion products, 71-41, 77-9, 85-5, 86-1, 86-3, 86-5, 89-4, 91-17, 95-8.
...flight inspection, evaluation, 95-18.
...flight manuals, 91-7.
...flight training devices, 94-25, 95-6.
...floor proximity marking systems, 98-2.
...GPS displays, 98-9, 98-12, 99-9, 99-13, 99-26, 00-4.
...head impact kinematics, 92-20.
...Highway-in-the Sky (HITS) display, 00-31, 02-7.
...inspection, 89-9, 94-12, 95-14.
...instrument display, 75-12, 98-28, 00-8, 00-31, 01-17, 02-19, 02-21.
...interior wall padding and neck injury potential, 93-14.
...landing, simulated night approaches, 77-12, 78-15, 79-4, 81-6.
...maintenance, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-14, 95-31, 96-2, 02-22.
...medical incidents inflight, 00-13.
...multifunction displays, human factors guidelines, 01-17, 02-21.
...neck injury potential, 93-14.
...noise effects measurement, 71-1, 72-32.
...noise effects on birds, 62-4.
...noise levels, 68-21, 68-25, 70-6.
...nongyroscopic blind flight instrument, 66-32.
...oxygen system design, 78-9.
...ozone concentrations and effects, 79-20, 80-9, 89-13.
...padding for crash protection, 66-40.
...passageway configuration, 01-2, 02-16.
...performance characteristics, perceived by ATCSs, 00-24.
...performance controlled system, simulated, 02-7.
...propeller paint schemes conspicuity, 78-29.

Subject and Report Number

...radioactive material shipments, 82-12.
 ...readability of emergency signs in smoke, 79-22.
 ...restraint installation, 66-33, 67-13, 72-15.
 ...restraint system evaluation, 69-3, 69-4, 69-5, 71-12,
 72-3, 72-6, 78-6, 78-12, 78-24, 79-17, 80-3, 81-10,
 82-7, 94-19, 95-2, 95-30, 98-11, 99-5, 02-11.
 ...seat cushion flotation, 66-13, 98-19.
 ...seat evaluation, 78-6, 78-24, 79-17, 80-3, 81-10,
 82-7, 83-3, 90-11.
 ...seat impact injuries, 66-18, 72-15, 89-3.
 ...simulator operation using drugs, 64-18.
 ...size of exits in evacuation, 99-10.
 ...SST anticollision lights, 70-9, 70-15, 71-42.
 ...stall warning device, 66-31.
 ...standards for advanced aerospace systems, 71-33.
 ...sunscreen-treated windows, 78-28.
 ...toxicity of engine oil thermal degradation, 83-12.
 ...type III exits, 89-12, 89-14, 92-27, 95-22, 95-25,
 01-2, 02-16
 ...water spray system, 98-4.
 ...wheel-well passengers, 96-25.

Airport

...cues for approach and landing, 79-4, 79-25, 81-6,
 82-6.
 ...medical services, 65-3, 71-10.
 ...precautionary emergency evacuation data, 99-30.

Airway facilities personnel

...human factors, 94-5.
 ...job attitudes, 77-21, 79-11, 83-7.

Airway Science Curriculum Demonstration Project

...air traffic control specialists, 91-18.
 ...initial evaluation, 88-5.

Airworthiness Inspectors

...assessment of job performance, 87-4.

Alcohol

...alcoholic airline pilot rehabilitation, 85-12.
 ...altitude effects on blood levels, 70-5.
 — on performance, 68-18, 79-26, 82-3, 85-5, 88-2.
 ...ataxia test battery effects, 79-9.
 ...complex performance effects, 69-14, 79-7, 85-5, 88-
 2, 94-24, 95-7.
 ...congener effects, 79-7, 79-9.
 ...detection methods, 91-12.
 ...disorientation-related responses, 71-6, 71-16, 71-20,
 71-34, 71-39, 72-34.

Subject and Report Number

...findings in general aviation accidents, 66-27, 66-29,
 68-16, 69-2, 78-31, 80-4, 95-28, 98-5.
 ...hangover effects, 79-7, 79-26.
 ...instrument flight performance effects, 72-4.
 ...low doses and performance, 94-24, 95-3, 95-7.
 ...postmortem in fatal accidents, 92-24, 98-5, 00-21.
 ...problem solving effects, 72-11.
 ...readiness to perform testing, 93-13, 95-24.
 ...tests for alcoholism after intoxication in non-
 alcoholics, 83-2.
 ...visual functions effects, 78-2, 79-15.

Altitude

...alcohol effects, 68-18, 79-26, 82-3, 85-5, 88-2.
 ...antihistamine effects on performance, 68-15.
 ...antihistamine-decongestant preparations effects, 78-
 19, 78-20.
 ...blood alcohol level effects, 70-5.
 ...blood donation effects on tolerance, 84-4.
 ...chamber reactions, 77-4, 90-12.
 ...civilian training needs, 91-13.
 ...cosmic radiation, at SST altitudes, 71-26, 80-2.
 ...cosmic radiation, crewmembers and passengers, 92-
 2, 00-33.
 — SST altitudes, 71-26, 80-2.
 ...decompression hazards, 67-14, 70-12, 99-4.
 ...decompression, performance after, 66-10.
 ...heat effects on performance, 71-17.
 ...human tolerance, 62-6.
 ...marihuana effects on performance, 75-6.
 ...oxygen masks, efficiency of, 62-21, 66-7, 66-9, 66-
 20, 67-3, 67-9, 72-10, 79-13, 80-18, 85-10, 89-10,
 93-6, 98-27.
 ...oxygen need, 66-28, 78-9.
 ...ozone concentrations and effects, 79-20, 80-9.
 ...penetrating eye injuries effects, 62-12.
 ...performance effects, 66-15, 71-11, 82-3, 82-4, 82-
 10, 83-15, 85-3, 85-5, 88-2, 97-7, 97-9.
 ...portable oxygen system, 98-27.
 ...propranolol effects on tolerance, 79-10, 80-10.
 ...smokers, effects on, 97-7.
 ...tolerance after crash diet, 81-2, 81-8.
 ...tolerance of beta blocked hypertensives, 92-19.
 ...tolerance with pulmonary disease, 77-16.
 ...tolerance with sickle cell trait, 76-15, 78-30.
 ...visual fields effects on glaucoma patients and the
 elderly, 91-1.
 ...work tolerance effects, 63-33, 82-3.
 ...wheel-well stowaways, 96-25.

Animal transportation

...freezing and subfreezing temperature effects on
 dogs, 87-3.

Part III: Subject Index

Subject and Report Number

...heat and humidity effects on dogs, 77-8, 81-11, 84-5, 87-8.

Anthropometry

...forensic, 79-2.
...adult face, 78-14, 93-10.
...adult female, 83-16.
...air traffic controllers, 65-26.
...center of gravity, 62-14, 65-23, 69-22.
...faces of children for oxygen mask design, 66-9.
...female crewmember facial anthropometry, 83-14.
...flight attendants, 75-2, 75-13.
...flight inspection pilots and technicians, 95-18.
...head and face of adults, 93-10.
...human pelvis, 82-9.
...shoulder slope, 65-14.
...weight distribution when sitting, 62-1.

Anthropomorphic dummies

...criteria for crashworthiness, 96-11.
...design, 82-9, 83-16.
...evaluation, 78-6, 78-24, 79-17, 83-3.
...3- and 6-year-old dummies, 76-9.
...thoracic mass, determination, 96-7.

Anticollision lights

...effects of backscatter, 72-8.
...exposure effects under simulated IFR conditions, 66-39.
...SST, 70-9, 70-15, 71-42.

Aphakia

...accident risk assessment, 95-11.
...incidence in airmen, 91-14, 92-14.

Arousal

...by distracting stimuli, 71-7.
...nystagmus effects, 62-17.
...simulated radar control task, 75-8, 77-18, 81-12, 88-1.
...vestibular responses effects, 63-29.

Attention

...anticollision observing responses, 73-6.
...auditory distraction effects, 72-14.
...conspicuity of flashing and color targets, 90-3.
 — target blink amplitude, 97-10, 99-8.
...personality and physiological correlates, 73-14.
...self-estimates of distractibility, 72-25.
...psychophysiological indices, 99-28.
...simulated radar task, 77-18, 78-11, 79-12, 80-17, 81-12, 82-1, 82-16, 86-4, 88-1, 89-1.

Subject and Report Number

...switching in readiness to perform, 95-24.
...time-sharing ability, 76-1, 78-33.
...visual taskload effects on CFF change during complex monitoring, 85-13.
...visual taskload effects on complex monitoring, 88-1, 90-3, 94-26, 95-23, 96-9, 99-28.

Audiology

...advanced and ATC selection, 90-13.
...auditory fatigue, 63-19, 65-1, 65-2.
...binaural beat perception, 63-17.
...cockpit noise intensities, 68-21, 68-25.
...ear-protector ratings, 73-20, 75-11.
...earphone transient response, 63-7.
...interaural intensity difference limen, 67-10.
...noise audiometry, 71-1.
...noise effects on aircrew personnel, 72-32.
...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3.
...table of intensity increments, 66-4.
...temporary threshold shift, 79-16.

Automation

...advanced and ATCS selection, 90-13, 92-26, 97-19, 98-23.
...boredom and monotony as stressors, 80-1.
...complacency on radar monitoring tasks, 82-1.
...complex monitoring performance predictors, 80-17, 86-4.
...flight progress strips, 92-31, 94-3, 95-8, 96-5, 02-1, 02-22.
...general aviation, pilot responses to autopilot malfunctions, 97-24.
...multifunction displays, human factors guidelines, 01-17, 02-21.
...physiological stress in controllers, 82-17.
...radar performance with and without computer aiding, 89-1.
...recovery of radar monitoring performance following startle, 83-13.
...visual taskload effects on CFF change during complex monitoring, 85-13.
...visual taskload effects on complex monitoring, 88-1.

Aviation maintenance

...accident related, in general aviation, 02-23
...human factors, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-31, 96-2.

Aviation medical examiners

...and drug testing program, 92-15.
...performance, 84-7.

Subject and Report Number

Ballistocardiography

- ...bibliography, 65-15.
- ...research and current status, 64-12.
- ...stroke volume relationship, 65-8.

Behavior

- ...coronary-prone Type A and complex monitoring performance, 86-4.
- ...Type A and ATCS training performance, 94-13.

Benzodiazepines

- ...analysis in forensic urine samples, 96-14.

Birds

- ...possible sonotropic effects of a commercial air transport, 62-4.

Blood

- ...altitude effects on alcohol levels, 70-5.
- ...autoregulation of renal flow, 63-32.
- ...cerebrovascular disease detection, 65-4.
- ...cholinesterase measurement, 67-5.
- ...clot dissolution therapy, 64-5.
- ...comparison of serum cholinesterase methods, 70-13, 72-12.
- ...cyanide, 94-7.
- ...donation effects, 84-4.
- ...erythrocyte volume spectra, 63-8.
- ...hemoconcentration with endrin poisoning, 66-11.
- ...oxygen saturation, 66-7, 66-15, 66-20, 67-3, 67-9.
- ...phospholipids, 71-2, 73-21, 73-22.
- ...plasma catecholamine determination, 66-6, 71-15.
- ...postmortem hemoglobin, A_{1c} levels and diabetic conditions, 01-12.
- ...pressure changes in ATC population, 71-19, 72-20, 78-39, 84-3.
- ...pressure changes in third-class certificate holders, 72-26.
- ...pressure levels of active pilots, 84-3.
- ...pressures by rapid indirect method, 70-21.
- ...pulmonary flow with glyceryl trinitrate, 64-11.
- ...pulmonary thromboembolism, 64-7.
- ...sickle cell disease and trait, 76-15, 78-30, 80-20.
- ...storage stability of human blood cholinesterase, 70-4.
- ...tests for alcohol abuse, 83-2.

Cabin safety

- ...cabin simulator, experimental, 97-18.
- ...computer evacuation models, 94-11, 97-20.
- ...data bank, 79-23, 82-8.
- ...subject index, 84-1, 85-1.

Subject and Report Number

Calcium

- ...activity and circadian rhythm in excretion, 68-4.

Caloric irrigation

- ...after habituation to rotation, 63-13.
- ...alcohol effect on response, 71-6.
- ...arousal effects on nystagmus, 62-17.
- ...elicitation of secondary nystagmus, 63-3.
- ...nystagmus after habituation, 63-14, 64-14, 65-19, 67-2.

Canes

- ...used by blind passengers, 80-12.

Carbon monoxide

- ...carboxyhemoglobin standards, 98-21.
- ...cause of aircraft accidents, 68-16, 69-2, 82-15, 00-9.
- ...levels in aircraft accident victims, 70-16, 80-11, 00-9, 02-15.
- ...relative toxic hazards of materials, 77-9.
- ...times to incapacitation of rats, 89-4, 93-7.

Cardiovascular

- ...age and physical training effects, 63-18, 64-1.
- ...antihistamine-decongestant preparations effects, 78-20.
- ...ballistocardiographic research, 64-12, 65-8, 65-15.
- ...blood donation effects, 84-4.
- ...blood pressure measurement, 66-16, 66-36, 70-21, 84-3.
- ...cerebrovascular disease detection, 65-4.
- ...changes in ATC population, 71-19, 72-20, 78-39, 84-3.
- ...changes in third class certificate holders, 72-26.
- ...coronary heart disease detection, 74-6, 78-38.
- ...dextroamphetamine effects on heart rates, 75-14.
- ...endrin effects, 63-16, 66-11.
- ...evaluation with treadmill and step test, 64-3.
- ...function in aviation stress protocol, 78-5.
- ...glyceryl trinitrate effects on pulmonary vasculature, 64-11.
- ...health, age, and performance, 64-4.
- ...heart rate during instrument approaches, 70-7, 71-24, 75-12.
- ...heart rate in air tanker pilots, 68-26.
- ...heart rates in ATCSs, 71-2, 73-21, 73-22, 74-11.
- ...heart rates in student pilots, 67-15, 69-12.
- ...heart rates with complex vigilance tasks, 69-8, 75-8, 86-4.
- ...heart rates with simulated sonic booms, 71-29.
- ...in-flight incapacitation, 87-7.
- ...physiological responses on cross-country flights, 71-23.

Part III: Subject Index

Subject and Report Number

...post mortem findings after accidents, 69-18, 80-8, 85-6.
...prediction of heart rates under stress, 69-7.
...prevalence among civil airmen, 89-2.
...problems associated with aviation safety, 78-38.
...recognition of posterior infarction, 64-19.
...rehabilitation after infarction, 64-2, 66-17, 66-21.
...responses to hyperpyrexia, 64-8.
...risk factors, 90-7.
...startle effects on heart rates, 69-21.
...stress effects on heart rates, 68-17.
...thromboembolic disease treatment, 64-5.
...transducer for heart sounds, 68-3.

Case reports

...in-flight loss of consciousness, 63-21.
...insecticide exposure, 63-24.
...physical conditioning after infarction, 66-21.
...pulmonary thromboembolism, 64-7.
...quinine elimination, 94-16.
...rheoencephalography in cerebrovascular disease detection, 65-4.
...seizures inflight, 64-6.

Center of gravity

...adults, 62-14.
...children, 65-23.
...infants, 69-22.

Certification, aeromedical

...airmen attrition, 72-13, 73-8.
...alcoholic airline pilots rehabilitation, 85-12.
...analysis of denial actions, 68-9, 74-5, 76-10, 78-25, 80-19, 83-5, 84-9, 85-9, 86-7, 90-5.
...aphakia, 91-14, 92-14, 93-11, 95-11.
...aviation medical examiner performance, 84-7.
...contact lens use, 90-10, 00-18.
...diabetic conditions, glucose concentrations in transportation accidents, 00-22, 01-12.
...disease prevalence and incidence, 73-8, 81-9, 84-8, 89-2, 90-7.
...errors in height and weight data, 73-10.
...estimate of active airmen, 68-5.
...exams of first-class certificate holders by senior AMEs, 71-38.
...gender differences in refractive surgery, 00-23.
...glare, 94-15.
...glaucoma, 91-1.
...head injuries and FAA-USAF comparisons, 01-11.
...intraocular implants, 92-14, 93-11.
...photorefractive keratectomy, 98-25.
...procedures and philosophy, 71-25, 82-14.
...radial keratectomy, 98-25, 00-19.

Subject and Report Number

...radial keratotomy, 99-6, 00-19.
...refractive surgery, 00-19, 00-23.
...sickle cell disease and trait, 76-15, 80-20.
...tests for alcohol abuse, 83-2.
...traumatic head injury, FAA-USAF comparisons, 01-11.
...vision standards, 02-6

Charts

...readability, 77-13, 78-17.

Circadian periodicity

...bibliography of shift work research, 83-17.
...disruption of intercontinental flights, 65-16, 65-28, 65-29, 65-30, 68-8, 69-17.
...effects of shifts in wake-sleep cycle, 75-10, 76-11, 86-2.
...excretion of magnesium and calcium, 68-4.
...rotating shift work, 86-2, 99-2, 02-8, 02-13, 02-20.

Civil Aerospace Medical Institute (CAMI) or Civil Aeromedical Institute (CAMI)

...historical vignettes, prefaces to 87-1, 97-1, 98-1, 01-1, 03-1.

Clothing

...effects on drag forces, 63-9.

Cold

...effect on dogs shipped by air transport, 87-3.
...effect on manual performance, 68-13.
...exposure after water spray, 98-4.
...skin temperature to predict tolerance, 71-4.
...thermal balance, 66-23.
...thermal protection by life preservers, 85-11.

Color

...conspicuity of radar targets, 90-3.
...highlighting targets, 92-6.

Color vision

...air traffic control specialists performance, 83-11.
...clinical tests as predictors of practical tests, 73-18, 75-1, 92-28, 92-29, 95-13.
...defective and color highlighting, 92-6.
...defective and signal lights, recognition, 71-27, 71-32.
...impairment by sunscreen materials, 78-28.
...tests, 67-8, 85-7, 90-9, 93-17, 95-13, 96-22.
...test illuminant, 93-16.
...X-Chrom lens for improving, 78-22.

*Subject and Report Number***Communication**

- ...ATC/pilot voice, 93-20, 95-15, 96-26, 98-17, 98-20, 99-21, 01-9, 02-4.
 - with CDTI, 01-9, 02-5.
- ...binaural beat perception, 63-17.
- ...controller to controller, 01-19, 01-20, 02-17
- ...data-linked in a simulated terminal option, 01-8.
- ...earphone response, 63-7.
- ...interaural intensity difference limen, 67-10.
- ...light aircraft, 72-31.
- ...organizational, and technology change, 99-25.
- ...predictor for empowerment, 98-24.
- ...role in aircraft maintenance and inspection, 90-10.
- ...role in promoting change within Airway Facilities Service, 83-7.
- ...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3.
- ...table of intensity increments, 66-4.
- ...tactile, 62-11, 62-16.
- ...voice, methods and metrics, 96-10, 96-20.

Contact lenses

- ...epidemiological study of certification, 90-10.
- ...monovision and airline accident, 00-18.
- ...role in accidents/incidents, 01-14, 02-6.

Cosmic radiation

- ...air carrier crew, exposure of, 80-21, 92-2, 00-33.

Crashworthiness

- ...dummy criteria, 96-11.
- ...energy-absorbing seat effectiveness, 83-3, 90-11.
- ...head impact and interior walls, 92-20, 93-14.
- ...occupant survival in general aviation accidents, 81-10, 82-7, 83-8, 98-3.

Deceleration

- ...bibliography, 63-30.
- ...cockpit delethalization, 66-3, 66-12, 72-6, 72-7, 72-15, 81-10.
- ...head impacts while wearing restraint systems, 72-6.
- ...human tolerance, 62-6, 83-3.
- ...illumination effects during angular deceleration, 68-28.
- ...impact injuries in pregnancy, 68-6, 68-24.
- ...kinematics of human body, 62-13.
- ...padding for crash protection, 66-40.
- ...rearward-facing seats, 69-13.
- ...restraint systems, 67-13, 69-3, 69-4, 69-5, 69-13, 72-3, 72-15, 80-3, 81-10, 82-7, 83-8, 99-5.
- ...seat impact injuries, 66-18, 72-15, 81-10, 82-7.
- ...side-facing seats, 69-13.
- ...survival of extreme vertical impacts, 62-19.

Subject and Report Number

- ...survival of free-fall impacts, 63-15.
- ...survival of water impacts, 65-12.
- ...tolerances of face, 65-20.

Decision-making

- ...employee participation in, 91-10, 92-13, 92-17.
- ...“expert” pilot model, 97-6
- ...perceptions of aircraft performance characteristics by ATCSs, 00-24.
- ...personal minimums tool, 96-19, 98-6.
- ...risk perception and risk tolerance, relationship to, 02-17.
- ...skills in pilots, 98-7.
- ...training in pilots, 87-6, 96-19, 98-6.
- ...weather information, use of, 97-3, 97-23.

Decompression

- ...altitude chamber experience, 77-4, 90-12.
- ...effects on performance, 66-10.
- ...effects of propranolol on TUF, 79-10, 80-10.
- ...need for civilian training, 91-13.
- ...oxygen masks evaluation, 66-20, 67-3, 72-10, 79-13, 80-18, 96-4, 98-27, 00-6.
- ...pressurized small aircraft, 67-14.
- ...supersonic transports, 99-4.
- ...tolerable profiles for SST, 70-12.

Depth perception

- ...general, 62-15, 63-10, 63-20, 63-28, 64-13, 65-11, 65-32, 66-22, 66-24, 67-18, 67-20.
- ...light adaptation device, 66-38.
- ...monovision contact lenses in airline accident, 00-18.

Diet

- ...human tolerance, effects, 81-2.
- ...performance, effects, 81-8.

Disorientation

- ...accidents due to, 78-13, 95-1, 96-21.
- ...adaptation, 65-18, 65-24, 66-37, 67-2, 67-6, 67-7, 67-12, 67-19, 68-2, 68-28, 69-20, 74-3.
- ...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34.
- ...familiarization techniques, 70-17, 77-24.
- ...visually induced, 69-23, 70-2, 71-22.

Distraction

- ...auditory distraction and performance, 72-14.
- ...susceptibility, measurement of, 72-25.

Part III: Subject Index

Subject and Report Number

Ditching

- ...flotation and survival equipment studies, 78-1, 85-11.
- ...frequency of occurrence, 98-19.
- ...infant flotation device, 71-37, 91-6.
- ...seat cushions flotation, 66-13, 95-20.
- ...water survival training programs, 98-19.

DNA

- ...detection of postmortem alcohol-producing microorganisms, 00-16.
- ...profiling for quality assurance, 98-18, 99-14.

Drugs

- ...aircraft accidents, role of, 68-16, 78-31, 85-8, 92-23, 94-14, 95-28, 96-14, 97-14, 98-10, 98-18, 99-29, 00-20, 00-21.
 - quality assurance of forensic findings, 99-11, 99-15.
- ...antihistamine effects, at altitude, 68-15, 78-19, 78-20.
 - on cognitive performance, 99-20.
 - on shiftwork performance, 97-25.
- ...antimotion sickness, 81-16, 82-19.
- ...atropine and performance, 93-19.
- ...atropine and Phosdrin effects on vision, 73-4.
- ...benzodiazepines, forensic analysis, 96-14.
- ...butalbital, forensic analysis, 00-29.
- ...chlordimeform toxicity, 77-19.
- ...chlorpheniramine, forensic analysis, 99-29.
- ...complex performance effects, 69-9.
- ...detection and identification, 92-25, 96-17, 97-14, 98-18.
- ...dextroamphetamine effects during angular acceleration, 73-17, 76-12.
- ...dextroamphetamine effects during sleep loss, 75-14.
- ...glyceryl trinitrate effects on pulmonary vasculature, 64-11.
- ...lithium carbonate effects on performance, 77-17.
- ...marihuana, 73-12, 85-8.
- ...marihuana and altitude effects on performance, 75-6.
- ...melatonin, 98-10.
- ...methamidophos poisoning, 78-26.
- ...orthostatic tolerance effects, 63-34.
- ...performance effects in aircraft simulator, 64-18.
- ...propranolol effects on altitude tolerance, 79-10, 80-10.
- ...readiness to perform testing, 93-13.
- ...secobarbital effects during angular acceleration, 73-17.
- ...sildenafil (Viagra), method for detecting in postmortem samples, 00-20.

Subject and Report Number

- ...selegiline metabolites, 97-14.
- ...testing programs and AMEs, 92-15.
- ...tranquilizer, effects on body temperature, 63-23, 66-14.
 - use in flight training, 69-12.
- ...triamterene in fatal accident, 92-13.
- ...use in fatigue, 63-12, 75-14.
- ...visual reflexes effects, 79-15.
- ...work capacity effects, 63-34.

Earphones

- ...headset interference tones, 92-4.
- ...transient response, 63-7.

Earplugs

- ...ratings, 73-20, 75-11.

Education

- ...aviation medical examiners, 84-7.
- ...factor, in air traffic controller selection, 76-6, 96-6.
 - in air traffic controller success, 76-6, 83-6.

Electrocardiogram

- ...amplitude/frequency analysis, 74-6.
- ...diagnosis of posterior infarction, 64-19.

Energy

- ...cost of treadmill work, 62-5.
- ...energy-absorbing seat effectiveness, 83-3, 90-11.

Environment

- ...cargo compartments, 81-11.
- ...effects of mass air transportation, 71-10.

Equipment

- ...Aeronautical Data Link System (ADLS), effects of pilot reply time in simulation, 01-8.
- ...air traffic situation assessment (SATORI), 93-12.
- ...alcohol detection, 91-12.
- ...anthropometry in design, 65-26, 75-2.
- ...anticollision lights, 66-39, 70-9, 70-15, 71-42, 72-8.
- ...ARTS-III effects on controller stress, 76-13.
- ...blood pressure measurement, 66-16, 70-21.
- ...compact instrument display, 75-12.
- ...CDTI and communications, 01-9, 02-5.
- ...crew smoke-protective devices, 76-5, 78-4, 78-41, 83-14, 89-8, 89-11.
- ...disorientation familiarization, 70-17.
- ...displays, multi-function, 01-17, 02-21.
- ...Emergency Escape Breathing Device, 92-18.
- ...emergency lighting, 66-42, 79-22, 80-13, 81-7.

Subject and Report Number

...escape slides, strength, 98-3.
 ...evaporative water loss, 67-17.
 ...fire, smoke protection, 67-4, 70-20, 78-4, 83-10, 85-10, 89-5, 89-8, 89-11, 89-12.
 ...flotation and survival, 78-1, 85-11.
 ...GPS displays, 98-8, 98-12, 99-9, 99-13, 99-26, 00-4, 02-21.
 ...head-up displays, 98-28.
 ...Highway-in-the-Sky (HITS) display, 00-31.
 ...infant flotation device, 71-37, 91-6.
 ...instrument readability by senior pilots, 77-2, 77-7.
 ...lapbelt restraint in pregnancy, 68-24.
 — tension adjustments, 02-11.
 ...light adaptation device, 66-38.
 ...medical kits, 91-2, 91-3, 00-13, 00-13.
 ...nongyroscopic blind flight instrument, 66-32.
 ...oxygen, 62-21, 66-7, 66-9, 66-10, 66-20, 67-3, 67-9, 72-10, 78-4, 79-13, 80-18, 83-10, 85-10, 89-5, 89-10, 93-6, 95-17, 96-4, 98-27, 00-6.
 ...padding for crash protection, 66-40.
 ...performance controlled systems in aircraft simulator, 02-7
 ...performance testing, 66-19.
 ...personnel lifting devices, rotorcraft, 98-13.
 ...protective, for aircraft accidents, 65-7, 66-3, 66-12.
 ...restraint systems, 67-13, 69-3, 69-4, 69-5, 72-3, 72-6, 83-8, 94-19, 99-5, 02-11.
 ...seat cushion flotation, 66-13.
 ...secondary container alternative for transportation of infectious substances, 95-29.
 ...stall warning, 66-31.
 ...transducer, 68-3.
 ...upper torso restraint acceptance, 71-12.

Evacuation, passenger emergency

...acoustic signals for exit location, 79-5.
 ...air carrier accidents, 62-9, 65-7, 70-16.
 ...bibliography, 63-30.
 ...cabin simulator, experimental, 97-18.
 ...computer models, 94-11.
 ...Emergency Escape Breathing Device, 92-18.
 ...emergency lighting, floor, 98-2.
 ...escape slides and platforms, 96-18, 98-3.
 ...handicapped passengers, 77-11.
 ...history of smoke/fume protective breathing equipment, 87-5.
 ...human external loads, 98-13.
 ...infants, children, 01-18.
 ...injuries, 79-6, 79-23, 82-8, 99-30.
 ...interactive factors affecting, 02-16.
 ...motivation of passengers, 96-18, 01-2.
 ...passenger flow rates between compartments, 78-3.
 ...passenger workload and protective breathing, 87-2, 89-5.

Subject and Report Number

...precautionary, 99-30, 00-11.
 ...railroad accident, 73-1.
 ...readability of emergency signs in smoke, 79-22, 80-13, 81-7.
 ...seatbelts and lift latch buckles, 02-11.
 ...seating configuration, 89-14, 92-27, 95-22.
 ...simulation by computer models, 72-30, 78-23, 94-11, 97-20.
 — experimental cabin, 97-18.
 ...SST mockup tests, 70-19.
 ...size of exits, 99-10, 01-2.
 ...tests using L-1649, 66-42.
 ...tests using protective smoke hood, 70-20, 89-12.
 ...type III exits, 89-12, 89-14, 92-27, 95-22, 95-25, 01-2, 02-16.
 ...water survival training programs analysis, 98-19.

Exercise

...auscultatory and intra-aortic pressures, 66-36.
 ...human tolerances, effects on, 82-4, 82-10.
 ...magnesium and calcium excretion, effects on, 68-4.
 ...myocardial infarction, before and after, 64-2.
 — effects after, 66-17, 66-21.
 ...tolerance at altitude, 63-33.
 ...treadmill work, energy cost of, 62-5.
 ...air traffic controller selection, 63-31, 74-8, 78-7, 83-6.
 ...ATCS, correlation with age and performance, 67-1, 73-7.
 ...pilots in general aviation accidents, 77-10.
 ...relation to reported symptoms of ATCSs, 65-6.

Eye

...age and binocular fusion time, 66-35.
 ...airman visual acuity, midair collisions, 75-5.
 ...alcohol effects on eye movements, 72-34.
 ...anticollision lights, 66-39, 70-9, 70-15, 71-42, 72-8.
 ...aphakia, prevalence in civil airmen, 91-14, 92-14, 93-11.
 ...bifocal effects on radar monitoring, 82-16.
 ...contact lenses, 90-10, 00-18, 01-14, 02-6.
 ...cockpit visual problems of senior pilots, 77-2, 77-7, 77-13, 77-14, 78-17.
 ...color vision and signal lights, 71-27, 71-32, 73-18, 75-1, 78-22, 93-17.
 ...color vision tests for ATCS, 83-11, 85-7, 90-9, 92-29.
 ...depth perception, 63-10, 63-28, 67-20, 00-18.
 ...equidistance tendency, 65-11.
 ...fatigue effects on binocular fusion time, 69-1.
 ...glare tests, 94-15.
 ...glaucoma, visual field and altitude, 91-1.

Part III: Subject Index

Subject and Report Number

...laser pointers, potential safety effects, 01-7
...lateral movements in student pilots, 67-15.
...movements during simulated air traffic control, 94-26, 95-23, 96-9.
...neural control of ciliary muscle, 63-5.
...occupational vision, en route centers, 96-12, 96-27.
...ophthalmic devices, role in accidents/incidents, 01-14, 02-6
...optokinetic stimulation, 70-2, 70-10, 71-22.
...orthokeratology, 02-6
...pathology in accident airmen, 81-14, 83-18.
...penetrating injuries, 62-12.
...photic stimulation, 66-39.
...photorefractive keratectomy, 98-25.
...propeller paint schemes conspicuity, 78-29.
...pupillary movement with fatigue, 65-9.
...pupillary reflex with age, 65-25.
...radial keratectomy, 98-25, 00-19.
...radial keratotomy, 99-6, 00-19.
...reaction time, flash luminance and duration, 67-24.
...refractive surgery and aeromedical certification, 00-19.
...senior pilots, cockpit visual problems, 77-2, 77-7, 77-13, 77-14, 78-17.
...simulation of objects moving in depth, 65-32.
...size and distance perception, 62-15, 64-13, 66-22, 66-24, 67-18.
...spatial extent, perception of, 63-20.
...spiral aftereffect test, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31.
...target detection, highlighted, 97-10, 99-8.
...tests for color vision, 67-8, 83-11, 93-16, 93-17.
...two-flash thresholds, 68-20, 70-15, 71-42.
...vision through sunscreen materials, 78-28.
...visually induced disorientation, 69-23, 70-2, 71-22.
...X-Chrom lens for improving color vision, 78-22.

Fatigue

...air tanker pilots, 68-26.
...antihistamine-decongestant preparations effects, 78-20.
...auditory, 63-19, 65-1, 65-2.
...aviation activities, 65-13, 81-13.
...binocular fusion time effects, 69-1.
...Composite Mood Adjective Check Lists to measure in ATCSs, 71-21.
...8- vs. 10-hr. work schedules, 95-32.
...eye blink-rate measures, 94-17, 94-26, 99-28.
...intercontinental jet flights, 65-16, 65-28, 65-29, 65-30, 68-8, 69-17.
...mitigation with Spartase, 63-12.
...plasma catecholamine determination, 66-6, 71-15.
...pupillary movement with, 65-9.
...readiness to perform testing, 93-13, 95-24.

Subject and Report Number

...rotating shift work, 86-2, 99-2.
...shift effects on wake-sleep cycle, 75-10, 76-11, 85-2, 95-12, 95-19, 02-8.
...sleep deprivation effects, 70-8, 75-14, 85-3.
...tolerance after crash diet, 81-2.
...tolerance after exercise, 82-4, 82-10.
...visual, during vigilance task, 94-26, 96-9.
...visual taskload effects on CFF change during complex monitoring, 85-13.

Federal Air Surgeon

...review of 1966 program, 67-25.
...review of 1976 program, 76-8.

Fire

...crew smoke-protective devices, 76-5, 78-4, 78-14, 78-41, 83-14.
...effects in air carrier accidents, 62-9, 65-7, 70-16.
...flammability of toiletries in oxygen, 63-27.
...passenger protective breathing devices, 67-4, 70-20, 83-10, 85-10, 87-2, 87-5, 89-5, 89-8, 89-11, 89-12.
...smoke effects on identifying emergency signs, 79-22, 80-13, 81-7.
...toxicity of products in aircraft fires, 7 1-41, 77-9, 85-5, 86-1, 86-3, 86-5, 89-4, 90-15, 90-16.
...toxicity of seat fire-blocking materials, 86-1.
...vs. non-fire forensics, 00-9.

Flight attendants

...anthropometry, 75-2.
...functional strength, 75-13.
...injuries, cabin safety data bank, 79-23, 82-8.
...ozone effects, 79-20.
...water survival training programs, 98-19.

Flotation devices

...infant, 91-6.
...methods of seat cushion use, 95-20.
...personal devices, 98-19.

Fuel

...biocidal additive, 67-21.

G forces

...aerobatics effects, 72-28, 82-13.
...simulation with lower body pressure box, 79-8, 82-3, 82-4.
...tolerance after crash diet, 81-2.
...tolerance effects of antihistamine-decongestant preparations, 78-20.

Subject and Report Number**Galactic cosmic radiation**

...effect on air carrier crewmembers, 92-2, 00-33.

Global positioning system (GPS)

...design considerations, 98-9, 98-12, 99-13, 99-26, 00-4, 02-21.

Handicapped persons

...blind passengers, 80-12.
...pilot positions in radar training, 80-5.

Health Awareness

...survey of FAA programs, 00-3.

Hearing

...acoustic signals for emergency evacuation, 79-5.
...auditory fatigue, 63-19, 65-1, 65-2.
...binaural beat perception, 63-17.
...cockpit noise intensities, 68-21, 68-25.
...conservation with earplugs, 73-20, 75-11.
...earphone transient response, 63-7.
...headset interference tones, 92-4.
...interaural intensity difference limen, 67-10.
...noise audiometry, 71-1.
...noise effects on aircrew personnel, 72-32.
...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3.
...table of intensity increments, 66-4.
...temporary threshold shift, 79-16, 92-4.

Heat

...altitude effects on performance, 71-17.
...complex performance effects, 69-10, 72-17.
...dogs shipped by air transport, 77-8, 81-11, 84-5, 87-8.
...human tolerances, 70-22, 71-4.
...maintenance of thermal balance, 66-23.
...manual performance effects, 68-13.
...measurement of evaporative water loss, 63-25.
...tolerance limits for rats and mice, 86-8.
...tranquilizer effects on loss and conservation, 63-23, 66-14.

Hijacking

...deterrence, 78-35.

Human

...adult female anthropometry, 83-16.
...angle of shoulder slope, 65-14.
...body center of gravity, 62-14.
...body kinematics on deceleration, 62-13.

Subject and Report Number

...center of gravity, 62-14, 65-23, 69-22.
...child body models, 76-9.
...DNA profiling, 98-18.
...head injury assessment, 01-11
...mass distribution of children, 76-9.
...pelvis spatial geometry, 82-9.
...physical fitness testing, 63-6.
...responses to hyperpyrexia, 64-8.
...survivability of free-fall impacts, 63-15, 65-12, 68-19.
...tolerances, 62-6, 71-3, 71-4, 71-13, 81-2, 82-3, 82-4, 82-10.
...tolerances to facial impact, 65-20, 66-12, 66-40.
...tolerances to heat, 70-22, 71-4.

Human factors (also see: Performance)

...accident reporting system — Human Factors Analysis and Classification System, 00-7, 01-3, 02-12.
...air traffic control operational errors/deviations, role of employee attitudes and supervisor/controller ratios, 02-9.
 — role of shiftwork and fatigue, 99-2.
...air traffic sector complexity and operational errors, 98-14.
...Air Traffic Selection and Training (AT-SAT) simulation, 00-2, 00-12, 02-24.
...assessment of complex performance, 69-6, 69-16.
...auditory startle responses, 88-4.
...aviation maintenance, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-14, 95-31, 96-2, 02-23.
...aviation safety, 63-35, 66-8, 66-25, 66-27, 70-18, 71-9, 71-10, 72-2, 73-5, 80-6, 92-3, 94-5, 94-27, 99-7.
...CDTI, effects, 02-5.
...CDTI/ADS-B operational evaluation, 00-30, 01-9, 02-21.
...crew resource management, FAA aircrews, 96-24.
...decision making, preflight, 96-19, 97-3, 97-23, 98-7.
...displays, multifunction guidelines, 01-17, 02-21
 — decision support tools and controller communication, 01-20
 — information tools and controller communication, 02-1, 02-22
...emergency evacuation, 65-7, 70-16, 95-25, 96-18, 94-11, 97-20, 98-19, 99-10, 99-30, 01-2, 02-11, 02-16.
...flight progress strips, 95-4, 95-9, 96-5, 98-26, 00-5, 02-1, 02-22.
...flight simulator research, 96-15, 96-16, 97-9, 97-24, 98-12, 98-28, 02-7.
...GPS use, 98-9, 98-12, 99-9, 99-13, 99-26, 00-4.
...Human Factors Analysis and Classification System, for accidents, 00-7, 01-3, 02-12.

Part III: Subject Index

Subject and Report Number

...index of international publications in aerospace medicine, 93-3, 01-15.
...job task taxonomy, 93-1, 95-16.
...operational demonstration of flight inspection aircraft, 95-18.
...photic stimulation responses, 66-39.
...POWER (Performance and Objective Workload Evaluation Research), 01-10, 02-2
...rotorcraft personnel lifting devices, 98-13.
...SATORI, 93-12, 97-13, 98-14.
...severe weather flying, 66-41.
...situation awareness, and performance in air traffic control, 99-3.
 — literature review, 02-3.
...target blink amplitude, attention-getting value, 97-10, 99-8.
...workstation design, flight inspection aircraft, 95-18.
 — ADS-B displays, 02-21

Hydrogen ion concentration

...conversion table from pH, 68-23.

Hyperventilation

...human tolerances, 62-6.

Hypothermia

...passengers, 94-10, 95-20.
...wheel-well stowaways, 96-25.

Hypoxia

...and beta-blocked hypertensives, 92-19.
...blood donation effects, 84-4.
...civilian training need, 91-13.
...human tolerance, 62-6, 63-33.
...interaction with marihuana, 75-6.
...oxygen need, 66-28.
...performance decrement, 66-10, 66-15, 71-11, 71-17, 97-9.
...propranolol effects, 79-10, 80-10.
...sickle cell trait susceptibility, 76-15, 78-30, 80-20.
...supersonic transport, decompression in, 99-4.
...visual field and glaucoma, 91-1.
...wheel-well stowaways, 96-25.

Identification

...DNA profiling of accident victims, 98-18, 99-14.
...sex and race diagnosis from cranial measurements, 79-2.

Subject and Report Number

In-flight health care

...medical emergencies, 97-2, 00-13.
...medical kits, 91-2, 91-3, 97-2, 00-13.

Illusions

...spiral aftereffect, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31.
...visual, 70-2, 71-22, 77-12.

Injuries

...agricultural aircraft accidents, 72-15, 80-3.
...analysis in railroad accident, 73-1.
...brain tolerances to concussion, 71-13, 74-4.
...cabin safety data bank, 79-23, 82-8.
...cockpit delethalization, 66-3, 66-12, 71-3, 72-7, 81-10, 82-7.
...correlation with kinematic behavior, 62-13.
...criteria for aircraft crashworthiness, 96-11.
...decompression of small aircraft, 67-14.
...emergency and precautionary evacuations, 79-6, 79-23, 82-8, 99-30, 00-11.
...eye, 62-12.
...facial tolerances to impacts, 65-20.
...free falls, 63-15.
...head impacts while wearing restraint systems, 72-6, 92-20.
...head injury assessment, 01-11.
...impact in pregnancy, 68-6, 68-24.
...neck, 93-14.
...padding for crash protection, 66-40.
...precautionary evacuations, 99-30.
...prevention in aircraft accidents, 71-3, 94-19.
...produced by restraint systems, 69-5, 89-3.
...rearward-facing seats, 62-7, 69-13.
...restraint systems to prevent, 67-13, 69-3, 69-4, 69-5, 69-13, 72-3, 82-7, 83-8, 98-11.
...seat impacts, 66-18.
...side-facing seats, 69-13.
...smoke and fire, 62-9, 70-16.
...vertical crash forces, 62-1.
...vertical impact in seated position, 62-19.
...water impacts, 65-12, 68-19.

Instruments

...attitude indicators, 73-9.
...compact display, effects on performance, 75-12.
...GPS design considerations, 98-9, 98-12, 99-26, 00-4.
...head-up displays, 98-28.
...Highway-in-the Sky (HITS) displays, 00-31.
...information priorities, 00-26.
...multifunction displays, human factors guidelines, 01-17, 02-21.

Subject and Report Number

- ...navigational display formats, 96-16, 00-8.
- ...radiation detection, 71-26.
- ...readability by senior pilots, 77-2, 77-7.

Job attitudes

- ...air traffic controllers, 74-7, 74-12, 75-3, 79-11, 91-10, 00-17, 02-9.
- ...Airway Facilities Service, 77-21, 79-11, 83-7.
- ...aviation business operators, 87-4.
- ...burnout, 92-7.
- ...diversity training, 95-10.
- ...empowerment, perceptions of, 98-24.
- ...exchange ideology, 91-11.
- ...gender, equity, and satisfaction, 92-9.
- ...goal congruence, 92-8.
- ...intent to leave job, 91-15.
- ...measurement, and effects of change in item response anchors, 01-4.
- ...organizational change, and cynicism, 99-27, 00-14.
- ...organizational communications, and trust, 99-25.
- ...organizational factors and ATC operational errors, 02-9.
- ...organizational politics, perceptions of, 92-10.
- ...participation in decision-making, 92-17.
- ...safety behavior, 97-8.
- ...safety perceptions, 99-19.

Judgment

- ...decision-making in pilots, 97-3, 97-23, 98-7.
- ...risk perception and risk tolerance, 02-17.
- ...training in pilots, 87-6, 98-6.

Kidney

- ...autoregulation mechanism, 63-32.
- ...effects of acute arterial occlusion, 63-22, 65-27.
- ...effects of increased venous pressure, 62-18, 63-1.
- ...effects of pesticides, 63-26, 66-11.

Lighting

- ...cabin, 79-22, 80-13, 81-7, 98-2.
- ...cockpit, 77-2, 77-13, 77-14, 78-17.

Magnesium

- ...activity and circadian rhythm in excretion, 68-4.

Management

- ...crew resource, FAA flight crews, 96-24.
- ...empowerment, predictors of perceived, 98-24.
- ...ergonomic interventions to reduce worker stress, 99-17.
- ...job task analysis for supervisors, 91-5.
- ...matrix teams, commitment, 93-18.

Subject and Report Number

- ...organizational change, and cynicism, 99-27, 00-14.
- ...organizational commitment, 92-21.
- ...organizational communication, and technology change, 99-25.
- ...organizational factors related to ATC operational errors, 02-9.
- ...training effectiveness, 75-9, 78-32.
- ...training needs, 90-2.
- ...workplace safety behaviors, influence on, 97-8.
 - employee safety perceptions, 99-19.

Medical kits

- ...used in flight, 91-2, 91-3, 97-2, 00-13.

Motion sickness

- ...susceptibility, 76-14.
- ...treatment effects, 81-16, 82-19.

Motivation

- ...airway facilities personnel, 77-21.
- ...factors in ATC work, 71-30, 74-12.
- ...passengers, in aircraft evacuations, 96-18.

Neurology

- ...alcohol effects on ataxia test battery, 79-9.
- ...alcohol effects on visual functions, 78-2, 79-15.
- ...brain tolerances to concussion, 71-13, 74-4.
- ...central factor in auditory fatigue, 63-19.
- ...chlordimeform toxicity, 77-19.
- ...conditions associated with aviation safety, 81-3.
- ...drug effects on performance, 64-18.
- ...endrin effects, 63-16, 70-11.
- ...in-flight vertigo and unconsciousness, 63-21.
- ...neuropsychological test battery, 92-11, 95-7.
- ...nucleus rotundus, 77-22.
- ...organophosphate insecticide effects, 63-24, 72-29, 73-3, 73-4, 79-15.
- ...photic stimulation, 66-38.
- ...pupillary movement, 65-9, 65-25.
- ...rheoencephalography in cerebrovascular disease detection, 65-4, 67-11.
- ...seizures in flight, 64-6.
- ...spiral aftereffect test, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31.
- ...studies at GCRI, 64-1.
- ...vestibular tests, 75-4.

Noise

- ...aircrew personnel effects, 72-32.
- ...auditory fatigue, 63-19, 65-1, 65-2.
- ...birds, effects on, 62-4.
- ...ear-protector ratings, 73-20, 75-11.

Part III: Subject Index

Subject and Report Number

...intensity in aircraft cockpits, 68-21, 68-25, 95-18.
...performance effects of simulated radar task, 79-24, 83-13.
...performance impairment, 72-14.
...simulated sonic boom effects, 71-29, 72-19, 72-24, 72-35, 73-16, 74-9.
...sonic boom startle effects in field study, 73-11.
...speech intelligibility improvement, 70-6, 72-31, 73-13, 76-3.
...temporary threshold shift, 79-16.

Nystagmus

...adaptation effects, 66-37, 67-6, 67-7, 67-12, 67-19, 69-20.
...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34.
...antimotion sickness drug effects, 81-16.
...arousal effects, 62-17, 63-29.
...caloric habituation, 63-14, 64-14, 65-18, 67-2.
...dextroamphetamine and secobarbital effects, 73-17.
...habituation to rotation, 63-13, 65-24, 68-2.
...illumination effects during angular deceleration, 68-28.
...optokinetic stimulation, 70-2, 70-10, 71-22.
...secondary, elicitation by irrigation, 63-3.
...sleep deprivation, during, 86-9.
...translations of reports, Tech. Pub. #1, 64-16, 65-17, 66-2.
...vertical, 68-2.

Orthostatic tolerance

...alcohol effects at altitude, 82-3.
...and beta blocked hypertensives, 92-19.
...physical exertion effects, 82-4.

Oxygen

...equipment studies, 79-13, 80-18, 89-10, 92-18, 92-22, 95-17, 98-27, 00-6.
...flammability of toiletries, 63-27.
...need at altitude, 66-28, 97-9.
...need for training among civilians, 91-13.
...system design, 78-9.

Oxygen masks

...crew smoke-protective devices, 76-5, 78-4, 78-14, 78-41, 83-14, 89-8, 89-11.
...design for children, 66-9.
...disposable, 66-7.
...donning time after decompression, 66-10.
...evaluation, 62-21, 66-7, 66-20, 67-3, 67-9, 72-10, 78-4, 79-13, 80-18, 83-10, 85-10, 87-5, 89-5, 93-6, 96-4, 98-27, 00-6.

Subject and Report Number

Ozone

...chronic effects, 80-16.
...effects under simulated flight conditions, 79-20, 80-9.
...review of effects, 89-13.

Passengers

...blind, cane use in emergency evacuation, 80-12.
...child restraints, 94-19, 95-30.
...cold/wet exposure, 94-10, 98-4.
...emergency evacuation, computer model, 72-30, 78-23, 94-11, 97-20.
 — experimental cabin, 97-18.
 — passageway configuration, 02-16.
 — precautionary, 99-30, 00-11.
 — seating configurations, 89-14.
 — size of exits, 99-10, 01-2.
...emergency lighting, floor, 98-2.
...flow rates between compartments, 78-3.
...handicapped emergency evacuation, 77-11, 80-12.
...head injury analysis, 92-20.
...human external loads, rotorcraft, 98-13.
...illness and injuries, cabin safety data bank, 79-23.
...infant and child evacuation, 01-18.
...injuries, during emergency evacuation, 79-6, 79-23.
 — during precautionary evacuation, 99-30.
...medical kits, use of, 91-2, 91-3.
...neck injury analysis, 93-14.
...oxygen masks, 79-13, 80-18, 95-17, 96-4.
...ozone effects, 80-9, 89-13.
...protective breathing devices, 67-4, 70-20, 83-10, 85-10, 87-2, 87-5, 89-5.
...seat belt adjustments, 02-11.
...sport parachutists, 98-11.
...water spray exposure, 98-4.
...wheel-well stowaways, 96-25.

Patients

...air transport with eye injuries, 62-12.
...civilian air ambulance services, 71-18, 82-5.
...human external loads, 98-13.
...supplemental oxygen from Molecular Sieve oxygen concentrators, 92-22.

Perception

...anticollision lights, 66-39, 70-9, 70-15, 71-42.
...approach angle in simulated night landings, 81-6, 82-6.
...auditory fatigue, 63-19.
...binaural beat, 63-17.
...Broca-Sulzer phenomenon, 68-27.
...color, 67-8, 83-11, 90-9.
...depth, 63-10, 63-28, 65-11, 65-32, 67-20, 00-18.
...highlighted targets on displays, 97-10, 99-8.

Subject and Report Number

...induced decrements, 93-19.
 ...interaural intensity difference limen, 67-10.
 ...matching loudness to flash brightness, 67-16.
 ...peripheral visual cues, 68-11, 68-12, 68-22.
 ...propeller paint schemes, 78-29.
 ...reaction time, flash luminance and brightness, 67-24.
 ...size and distance, 62-15, 64-13, 66-22, 66-24, 67-18.
 ...spatial extent, 63-20.
 ...spiral aftereffect, 64-9, 64-10, 68-10, 69-15, 71-31.
 ...tactile, 62-11, 62-16.
 ...two-flash thresholds, 68-20, 70-15.
 ...vision through sunscreen materials, 78-28.

Performance (also see: Human Factors)

...accident experience, physical defects, 76-7, 77-20, 79-19, 81-14, 83-18.
 ...age effects, 95-3, 95-7, 99-20, 99-22.
 ...age index for pilots, 77-6, 78-16, 78-27, 83-15, 85-3.
 ...age 60 rule, 94-20, 94-21, 94-22, 94-23.
 ...air traffic controllers
 — age effects, 61-1, 62-3, 65-21, 67-1, 71-36, 73-7, 81-12, 84-6, 99-18, 99-23.
 ...aptitude tests for prediction, 65-19, 68-14, 71-28, 71-36, 71-40, 72-18, 79-3, 84-2, 84-6, 88-3, 89-6, 94-4, 97-15, 98-23, 99-16, 00-2, 00-12, 01-5, 01-6, 02-24.
 — CDTI effects, 01-9, 02-5.
 — color perception effects, 83-11, 90-3.
 — computer experience and AT-SAT performance, 00-2.
 — evaluation, 61-1, 65-22, 98-23.
 — experience as predictor, 63-31.
 — flight service station training, 86-6.
 — flashing target effects, 90-3, 97-10, 99-8.
 — incident reporting, 65-10.
 — job task taxonomy for en route, 93-1.
 — measurement in air traffic selection and training (AT-SAT) simulation, 00-2, 00-12.
 — memory in air traffic control, 97-22, 98-16.
 — Multiple Task Performance Battery for selection, 72-5, 74-10.
 — navigation displays, 00-8, 02-22.
 — operational errors, role of organizational factors, 02-9.
 — operational errors, techniques for analysis, 02-12.
 — operational errors/deviations, role of shift work and fatigue, 99-2.
 — pass-fail in FSS training program, 79-18.
 — personality factors, relation to, 70-14, 89-7.
 — Pilot reply time effects on simulated workload and communications, 01-8.

Subject and Report Number

— POWER measures of workload and performance, 01-10, 02-2.
 — radar simulator, 65-31, 75-8, 77-18, 78-11, 80-15, 80-17, 82-1, 82-16, 83-9, 83-13, 86-4, 88-4, 89-1, 90-3, 95-23.
 — sex differences, 72-22.
 — situation awareness, 94-27, 98-16, 99-3, 02-17.
 — validity of AT-SAT computerized test battery, 01-5, 01-6.
 — video game experience as a predictor, 97-4.
 ...airworthiness inspectors, 87-4.
 ...alcohol effects, 95-3, 95-7.
 ...antihistamine effects, at altitude, 68-15, 78-19.
 — on performance, 97-25, 99-20.
 ...attitude indicators (flight instrument), 73-9, 02-19.
 ...attitude questionnaires to predict under stress, 69-7.
 ...aural glide slope cues for instrument approaches, 71-24.
 ...aviation medical examiners, 84-7.
 ...chronic disulfoton poisoning effects, 69-19.
 ...cockpit instrument display, compact, 75-12.
 — GPS, 98-9, 98-12, 99-9, 99-13, 00-4, 02-21.
 — head-up, 98-28.
 — Highway-in-the-Sky (HITS), 00-31, 02-7.
 ...cognitive appraisal of stress effects, 68-17.
 ...cognitive style and learning, 99-12.
 ...crash diet effects, 81-8.
 ...decompression effects, 66-10.
 ...dextroamphetamine effects during sleep loss, 75-14.
 ...distractibility effects, 72-25.
 ...distracting stimuli effects, 71-7, 72-14.
 ...drug effects, during angular acceleration, 73-17, 82-19.
 — in aircraft simulator, 64-18.
 — on complex performance, 69-9, 75-14, 77-17, 78-19, 97-25, 99-20.
 ...error, human, in maintenance-related accidents, 02-23.
 ...eye blink-rate measures, 94-17, 94-26, 96-9, 99-28.
 ...flight instructors and accidents, 96-3.
 ...flight simulation, 96-16, 97-9, 97-24, 98-12, 02-7.
 ...forest fire retardant missions, effects of, 68-26.
 ...gender effects and antihistamine, 99-20.
 ...heart disease and age effects, 64-4.
 ...heat and altitude effects, 71-17.
 ...heat effects on complex performance, 69-10, 72-17.
 ...hypoxia, decrement due to, 66-15, 71-11, 82-10, 83-15, 85-3, 85-5, 97-9.
 ...impairment by alcohol, 66-29, 69-14, 71-20, 71-34, 72-4, 72-11, 72-34, 78-2, 79-7, 79-26, 82-3, 83-2, 85-5, 88-2, 94-24, 95-3, 95-7.
 ...instrument flying using peripheral visual cues, 68-11, 68-12, 68-22.
 ...interaction of alcohol and altitude, 88-2.

Part III: Subject Index

Subject and Report Number

...intercontinental flight effects, 65-16, 65-28, 65-29, 65-30, 68-8, 69-17.
...marihuana effects, 73-12, 75-6, 85-8.
...measurement, 77-15, 78-33, 78-34, 84-2, 98-23, 99-22, 00-2, 00-5.
 — validity of AT-SAT battery, 01-5, 01-6
 — validity of POWER, 01-10
...mental task effects on auditory fatigue, 65-1, 65-2.
...monotonous task correlates, 73-14, 75-8.
...napping and night shift performance, 00-10.
...noise effects on simulated radar task, 79-24.
...organizational factors, influence on, 02-9.
...performance controlled systems in aircraft simulator, 02-7.
...Phosdrin effects, 72-29, 73-3.
...physical conditioning program effects, 66-17, 66-21.
...physical exercise effects, 82-4, 82-10.
...physiological measures on perceptual-motor tasks, 69-8.
...pilot tracking during successive approaches, 72-9.
...pseudopilots in radar training, 80-5.
...psychophysiological indices, 99-28.
...readiness to perform, 93-13, 95-24, 97-5.
...reliability of individual subjects, 78-37.
...rotating shifts, 96-23, 99-2, 02-8, 02-13, 02-20.
...sector complexity and operational errors, 98-14.
...shifts in wake-sleep cycle, effects, 75-10, 76-11, 02-8, 02-13.
...signal rate effects on monitoring, 69-6, 69-16, 97-10.
...simulated autopilot malfunctions, 97-24.
...simulated glidepath indicators, 79-4, 79-25, 81-6, 82-6.
...situation assessment through re-creation of incidents (SATORI), 93-12, 97-13, 98-14.
...situation awareness, effects, 99-3, 00-31, 02-17.
 — literature review, 02-3.
...sleep, deprivation effects, 70-8, 85-3.
 — quality and ATC performance, 00-10.
...smoking effects, 80-11, 83-4, 97-7.
...sonic boom effects, 71-29, 72-19, 74-9.
...startle effects, 69-21, 73-11, 73-16, 79-24, 83-13, 88-4.
...stress-related decrements, 93-19.
...student pilots, 67-15, 69-12.
...tasks for operator-skills research, 66-19.
...teamwork, effects of workload on communication and situation awareness, 02-17.
 — training, 99-24.
...time-sharing ability, 76-1, 99-22.
...tracking and complex performance, 72-21.
...tracking, dextroamphetamine, sleep loss, 76-12.
...video game experience, on ATC selection tests, 97-4.
...visual search with and without radar sweepline, 79-12.

Subject and Report Number

...visual taskload effects on CFF change during complex monitoring, 85-13.
...visual taskload effects on complex monitoring, 88-1, 90-3, 95-23.
...work in heat and cold, 66-23, 68-13.

Personnel, FAA

...airway facilities personnel, job attitudes, 77-21, 79-11, 83-7.
...Airway Science Curriculum Demonstration Project, evaluation of, 88-5.
...airworthiness inspectors, job performance ratings of, 87-4.
...attitude and changes in item response anchors, 01-4.
...biological rhythms and rotating shift work considerations, 86-2.
...correlates of satisfaction with training, 91-9.
...decision making, equity, and job satisfaction, 91-10.
...effectiveness of management training, 75-9, 78-32, 92-16.
...electronics technicians, 97-19.
...empowerment, predictors of perceived, 98-24.
...ergonomic interventions to reduce work stress, 99-17.
...flight inspection aircrews, crew resource management, 96-24.
...flight service station, organizational climate, 97-12.
...health awareness programs, survey evaluation, 00-3.
...intent to leave and job satisfaction, 91-15.
...identification of management training needs, 90-2, 92-16.
...identification with occupation, 92-21.
...job task analysis for FAA supervisors, 91-5.
...job task taxonomy, en route, 93-1.
...maintenance, 89-9, 90-14, 91-16, 92-3, 93-5, 93-15, 94-12, 95-14, 95-31, 96-2, 02-23.
...matrix teams, 93-18.
...organizational change, and cynicism, 99-27, 00-14.
...organizational commitment, 92-21.
...organizational communication, and technology change, 99-25.
...organizational support, perceptions of, 92-13.
...safety perceptions following safety awareness program, 99-19.
...team implementation and diversity climate, 00-27.
...test fairness for selection, 79-3, 96-13, 99-16.

Pesticides

...aerial application aircraft accidents, 66-27, 66-30, 68-16, 78-31, 80-3.
...biochemical effects of lindane and dieldrin, 62-10, 63-4.
...chlordimeform toxicity, 77-19.

Subject and Report Number

...cholinesterase determination, 67-5.
 ...CNS effects of organophosphates, 63-24, 69-19, 79-15.
 ...comparison of serum cholinesterase methods, 70-13, 72-12.
 ...dieldrin effects on liver, 66-5, 66-26.
 ...endrin effects, 66-11, 66-26, 66-34, 70-11.
 ...endrin, mechanisms of action, 63-16, 63-26.
 ...methamidophos toxicity, 78-26.
 ...organophosphates effects on reproduction, 70-3.
 ...Phosdrin effects on performance, 72-29, 73-3.
 ...Phosdrin effects on vision, 73-4.
 ...storage stability of human blood cholinesterase, 70-4.
 ...symptoms and treatment of poisoning, 62-8.

Physical fitness

...age relationship, 63-18.
 ...ATC students, 71-8.
 ...field test for, 63-6.
 ...myocardial infarction, 64-2, 66-17, 66-21.
 ...neuropsychological screening, 92-11.

Physiology

...autonomic and performance, 93-19.
 ...backscatter, responses to, 72-8.
 ...blood donation effects, 84-4.
 ...cabin water spray, following, 98-4.
 ...core body temperature, effects of rotation shift schedules on, 02-20.
 ...crash diet effects, 81-2, 81-8.
 ...evaporative water loss device, 67-17.
 ...gas pressure in tissue, 63-11.
 ...high altitude training, need for, 91-13.
 ...index of international publications in aerospace medicine, 93-3, 01-15.
 ...measures, during complex task performance, 69-8, 82-10.
 — during rotating shift schedules, 02-20.
 ...neural control of the ciliary muscle, 63-5.
 ...protection at high altitude, 99-4.
 ...sleep deprivation responses, 70-8, 75-14.
 ...smoking withdrawal responses, 83-4.
 ...thermal balance, 66-23.
 ...tolerances to heat, 70-22, 71-4.
 ...wheel-well stowaways, 96-25.

Pilots

...accident experience, physical defects, 76-7, 77-20, 79-19, 81-14, 83-18.
 ...accident predisposition, 72-2, 73-5.
 — organizational factors, 00-28
 ...active population, estimate of, 68-5.

Subject and Report Number

...ADS-B display assessments, 02-21.
 ...aerial applicator protection, 66-30, 72-15, 80-3.
 ...age index, 77-6, 78-16, 78-27, 82-18.
 ...age 60 rule, 94-20, 94-21, 94-22, 94-23.
 ...ages of those in aircraft accidents, 67-22, 70-18, 77-10, 94-22.
 ...alcohol effects on performance, 66-29, 72-4, 78-2, 79-7, 79-26, 83-2.
 ...alcoholic airline pilots rehabilitation, 85-12.
 ...altitude tolerance with pulmonary disease, 77-16.
 ...analysis of certification denial actions, 68-9, 74-5, 76-10, 78-25, 80-19, 83-5, 84-9, 85-9, 86-7, 90-5, 90-7.
 ...anticollision observing responses, 73-6.
 ...attitudes, toward safety, 95-27, 02-17.
 — toward safety training, 97-16, 98-6, 99-7.
 ...attrition, 72-13, 73-8.
 ...blood donation effects, 84-4.
 ...blood pressure levels, 84-3.
 ...cardiovascular health changes in third-class certificate holders, 72-26.
 ...CDTI and ATC communications, 01-9.
 ...cockpit visual problems, 77-2, 77-7, 77-13, 77-14, 78-17, 01-7.
 ...color vision and signal lights, 71-27, 71-32, 73-18, 75-1, 93-17.
 ...communication, 96-10, 96-20, 96-26, 98-17, 98-20, 99-21, 01-9, 02-5.
 ...computer-based flight simulator, 96-15.
 ...computer-based training, 94-25, 95-6, 96-8, 97-11, 01-13.
 ...control force capabilities of females, 72-27, 73-23.
 ...coronary atherosclerosis in fatal accidents, 80-8, 85-6.
 ...crew resource management, flight inspection aircrew, 96-24.
 ...decision-making skills, 98-7.
 ...decision-making training, 87-6, 96-19, 98-6.
 — "expert" pilot training model, 97-6.
 — use of weather information, 97-3, 97-23.
 ...disease prevalence and incidence, 73-8, 81-9, 84-8, 89-2.
 ...drug effects in aircraft simulator, 64-18.
 ...exams of first-class certificate holders by senior AMEs, 71-38.
 ...experience in controller selection, 74-8.
 ...fatigue, 81-13.
 ...flight information accessed by pilots, 00-26.
 ...flight physiology training, need for, 91-13.
 ...G effects of aerobatics, 72-28, 82-13.
 ...heart rates during instrument approaches, 70-7, 71-24, 75-12.
 ...heat effects on performance in a flight simulator, 72-17.
 ...judgment training, 87-6.

Part III: Subject Index

Subject and Report Number

...longevity and survival of retired airline pilots, 95-5.
...marijuana in general aviation fatal accidents, 85-8.
...medical standards, 71-25, 82-14.
...navigation displays using text and graphics, 00-8, 02-21.
...neuropsychological screening, 92-11.
...noise effects on hearing, 72-32.
...occupations, 69-11, 77-10.
...ozone effects, 80-9, 89-13.
...performance, on glidepath indicator systems, 79-4, 79-25, 81-6, 82-6.
 — CDTI displays, 01-9, 02-5.
 — GPS displays, 98-9, 98-12, 99-9, 99-13, 99-26, 02-21.
 — head-up displays, 98-28.
 — Highway-in-the Sky (HITS) display, 00-31, 02-7.
 — performance-controlled systems, 02-7.
 — simulated autopilot malfunctions, 97-24.
 — two attitude indicators, 73-9.
 — unannounced failure of altitude and heading instrumentation, 02-19.
...peripheral visual cue response, 68-11, 68-12, 68-22.
...physician accidents, 66-25, 71-9.
...physiological responses on cross-country flights, 71-23.
...physiological studies in air tankers, 68-26.
...pulmonary function, 77-3.
...risk factors for cardiac events, 90-7.
...risk perception and risk tolerance, 02-17.
...safety climate, pilot perception of, 00-28.
...safety training, evaluation, 97-16, 98-6, 99-7.
...satisfaction with ATC services, 90-6.
...severe weather flying, 66-41.
...shoulder harness, use of, 95-2.
...situation awareness, literature review, 02-3.
...smoking effects on performance, 80-11, 83-4.
...status variables with accidents, 70-18.
...stress, domestic-based and perceived performance, 00-32.
...stress in student pilots, 67-15, 69-12, 76-2.
...suicide, 72-2, 73-5.
...tracking performance during successive approaches, 72-9.
...traumatic head injury evaluations, FAA-USAF comparisons, 01-11.
...type airman certificate related to accidents, 67-23.
...vertigo, 67-19.
...visual acuity, midair collisions, 75-5.
 — contact lens use, 90-10, 02-6
 — effect of laser pointers, 01-7.
 — refractive surgery, 02-10
...voice communication, 93-20, 01-9.
...workload, 77-15, 81-13.

Subject and Report Number

Pregnancy

...crewmember radiation exposure, 92-2, 00-33.
...emergency air transport, 82-5.
...impact injuries, 68-6, 68-24.
...organophosphate pesticide effects in rats, 70-3.

Propellers

...paint schemes conspicuity, 78-29.
...propeller-to-person accidents, 81-15, 93-2.

Protective breathing equipment

...evaluation, 62-21, 66-7, 66-20, 67-3, 67-9, 72-10, 78-4, 79-13, 80-18, 83-10, 85-10, 87-5, 89-5, 93-6, 96-4, 98-27, 00-6.

Psychology

...accident proneness, 93-9.
...automation and pilot performance, 97-24, 00-8.
...CogScreen, neuropsychological test, age effects, 99-22.
 — use with traumatic head injury, 01-11.
...cognitive style and learning, 99-12.
...Composite Mood Adjective Check List to measure stress effects, 71-14, 71-21, 73-22.
...cultural diversity awareness training, 95-10.
...diversity climate, 00-26.
...empowerment, predictors of perceived, 98-24.
...expertise method in aeronautical decision-making, 97-6.
...flight inspection aircraft, preferences, 95-18.
...job attitudes, airway facilities personnel, 77-21, 79-11, 83-7.
 — air traffic controllers and operational errors, 02-9.
...latent trait theory, analysis of changes in item response anchors, 01-4.
...measurement, effects of changes in item response anchors, 01-4.
...memory in air traffic control, 97-22, 98-16.
...motivation in aircraft evacuation, 96-18.
...organizational factors, 90-2, 91-5, 92-8, 92-9, 92-10, 92-13, 92-17, 92-21, 94-2, 98-23, 99-25, 99-27, 00-14, 00-16, 00-26, 02-9.
...PC-based training devices, 94-25, 95-6, 96-8, 96-15, 96-16, 97-11, 01-13.
...personality assessment, 71-35, 91-8, 93-4.
...pilot attitudes toward safety, 95-27, 98-7, 99-7.
 — toward capstone avionics, 02-21.
...planning activities in en route ATCSs, 01-16, 02-1.
...psychological autopsy, 72-2, 73-5.
...psychophysiological indices of alertness, 99-28.
...risk perception in pilots, 02-17.
...safety behaviors on the job, management influence, 97-8, 99-19.

Subject and Report Number

...Shipley Institute of Living Scale with ATCSs, 92-30.
 ...situational awareness, 94-27, 97-13, 97-22, 98-16, 99-3, 00-31, 02-3, 02-17.
 ...Sixteen Personality Factors test with ATCSs, 97-17.
 ...stress and anxiety in air traffic controllers, 80-14, 81-5, 89-7.
 ...stress, domestic-based and perceived pilot performance, 00-32.
 ...stress and physical symptoms in employees, 99-17.
 ...survey items and changes in response anchors, 01-4.
 ...Type A behavior, 86-4, 94-13.
 ...validity, AT-SAT computerized battery, 01-5, 01-6.
 — coefficients in ATCS selection, 00-15.
 — POWER measures of ATC workload and performance, 01-10.

Pulmonary

...disease, altitude tolerance, 77-16.
 ...function testing, 64-1, 71-8, 77-3.
 ...glyceryl trinitrate, vascular effects of, 64-11.
 ...hyperpyrexia, responses to, 64-8.
 ...ozone effects on function, 79-20, 80-9, 89-13.
 ...protection from smoke, fire, 67-4, 78-4, 83-10, 83-14, 85-10.
 ...thromboembolism, 64-7.

Radiation

...calibration of Concorde detection instrument, 71-26.
 ...cosmic and air carrier crewmembers, 92-2, 00-33.
 ...measurements at SST altitudes, 71-26, 80-2.
 ...RBE of fast neutrons, 78-8.
 ...transport limits for radioactive material, 82-12.

Renal function

...acute arterial occlusion effects, 63-22, 65-27.
 ...autoregulation mechanism, 63-32.
 ...insecticide effects, 63-26.
 ...venous pressure effects, increase of, 62-18, 63-1.

Research, aeromedical

...aging studies at GCRI, 64-1.
 ...aims and accomplishments, 62-20, 67-25.
 ...alcohol effects review, low dose, 94-24.
 ...ballistocardiography, 64-12, 65-8, 65-15.
 ...bibliography of acceleration studies, 63-30.
 ...bibliography of shift work research, 83-17.
 ...buralbital, distribution of fluids and tissues, 00-29.
 ...carbon monoxide determination in postmortem blood, 02-15.
 ...carboxyhemoglobin standard, 98-21.

Subject and Report Number

...diabetes indicators in fatal accidents, 01-12.
 ...DNA detection of postmortem ethanol-producing microorganisms, 00-16.
 ...DNA profiling, 98-18, 99-14.
 ...head injury assessment, 0-11.
 ...hemoglobin (HBA_{1c}) stability in postmortem samples, 01-12.
 ...history, CAMI, prefaces to 87-1, 97-1, 98-1, 01-1.
 ...index of international publications, 93-3, 01-15.
 ...index of OAM reports, 63-2, 64-20, 66-1, 68-1, 70-1, 72-1, 74-1, 77-1, 79-1, 81-1, 83-1, 87-1, 90-1, 92-1, 94-1, 96-1, 97-1, 98-1, 99-1, 00-1, 01-1, 03-1.
 ...medical care, inflight, 00-13.
 ...medical incidents inflight, 00-13.
 ...needs, 63-35, 71-10.
 ...physiological effects of rotating shift schedules, 02-20.
 ...plans, for NAS operator selection, 97-19.
 ...postmortem ethanol analysis, internal standard, 98-5.
 ...postmortem samples, characteristics and processing, 02-14.
 ...radiation, galactic, 92-2, 00-33.
 ...quinine elimination, 94-16.
 ...translated material, Tech. Pub. #1, 64-16, 65-17, 66-2, 68-7, 71-5, 76-4, 81-4.

Restraint

...acceptance of upper torso restraint, 71-12.
 ...bibliography, 63-30.
 ...center of gravity, 62-14, 65-23, 69-22.
 ...child, 94-19, 95-30.
 ...cockpit delethalization, 66-3, 71-3, 72-6, 81-10.
 ...comparison of systems, 67-13, 69-3, 69-4, 69-5, 69-13.
 ...effectiveness in agricultural aircraft accidents, 72-15, 80-3.
 ...evaluation, 78-6, 78-24, 79-17, 02-11.
 ...head impacts while wearing, 72-6.
 ...infant and child systems, 78-12.
 ...kinematics with seatbelt restraint, 62-13, 92-20.
 ...lapbelt effects on pregnant female, 68-24.
 ...push-button buckles, 99-6.
 ...seat belt adjustment and buckle release, 02-11.
 ...shoulder harness benefits, 72-3, 82-7, 83-8.
 ...shoulder harness design, 65-14.
 ...sport parachutists, 98-11.
 ...upper body restraint installation, 66-33.

Rheoencephalography

...cerebrovascular disease detection, 65-4, 67-11.

Part III: Subject Index

Subject and Report Number

Seat

- ...child and infant seat evaluation, 78-12, 94-19, 95-30.
- ...comfort, 62-1.
- ...cushion flotation, 66-13, 95-20.
- ...energy-absorbing, 83-3, 90-11.
- ...evaluation, 78-6, 78-24, 79-17, 80-3, 81-10, 82-7, 83-3.
- ...fire-blocking materials toxicity, 86-1.
- ...injury potential, 66-18, 71-3, 72-15, 82-7, 83-8, 89-3.
- ...pitch and evacuation, 92-27.
- ...placement and Type III exits, 95-22.
- ...pressure distribution, 62-1.
- ...rearward-facing, injuries, 62-7, 69-13.
- ...side-facing, impact injuries, 69-13.

Seatbelts

- ...belt and buckle adjustments, 02-11.
- ...center of gravity in design, 62-14, 65-23.
- ...cockpit delethalization, 66-3, 71-3.
- ...evaluation of different systems, 67-13, 69-3, 69-13.
- ...impact injuries due to, 69-5.
- ...impact injuries to pregnant females, 68-24.
- ...kinematics of restrained subjects, 62-13.
- ...push-button buckles, 99-6.

Shift work and shift rotations

- ...attitudes of ATCSs, 73-2.
- ...bibliography of shift work research, 83-17.
- ...clockwise and counterclockwise rotation, 02-8, 02-13.
- ...8- vs. 10-hour work schedules, 95-32.
- ...5-day and 2-2-1 pattern, 73-22, 75-7, 95-12, 95-19, 96-23.
- ...performance effects, and antihistamines, 97-25.
 - clockwise vs. counterclockwise, 02-13, 02-20.
 - fatigue, 99-2, 02-8.
- ...review, 86-2.
- ...sleep in air traffic controllers, 77-5, 95-12, 95-19, 99-2, 00-10.
- ...steady and 2-2-1 shifts, 85-2.
- ...symptoms reported for ATCSs, 65-5, 65-6.
- ...translations of reports, 81-4.

Shoulder harness

- ...acceptance tests, 71-12.
- ...angle of shoulder slope in design, 65-14.
- ...benefits, 72-3, 82-7, 83-8.
- ...cockpit delethalization, 66-3, 72-6, 81-10.
- ...comparison of types, 67-13, 69-3, 69-4, 69-5.
- ...effectiveness in agricultural aircraft accidents, 72-15, 80-3.

Subject and Report Number

- ...failures, 81-10.
- ...head impacts while wearing, 72-6.
- ...installation in general aviation aircraft, 66-33.
- ...use of, 95-2.

Sickle cell trait

- ...aeromedical significance, 76-15, 80-20.
- ...research protocol, 78-30.

Simulation

- ...air traffic controller radar task, 65-31, 75-8, 77-18, 78-11, 79-12, 79-24, 80-15, 81-12, 82-1, 82-16, 83-9, 83-13, 90-3, 94-17, 94-26, 96-9, 99-3, 00-2, 00-5.
- ...air traffic controller color perception and job performance, 83-11, 90-9, 92-6.
- ...Air Traffic Selection and Training (AT-SAT), 00-2, 01-5, 01-6.
- ...aircraft passenger emergency evacuation, 72-30, 77-11, 78-23, 96-18, 97-18, 01-18, 02-16.
- ...approach control and communication, 98-17.
- ...autopilot malfunctions and pilot responses, 97-24.
- ...aviation stress protocol, 78-5.
- ...flight, PC-based, 96-15, 96-16.
 - and performance, 97-9, 02-7.
- ...GPS displays, 98-9, 98-12.
- ...head-up displays, 98-28.
- ...Highway-in-the Sky (HITS) display, 00-31, 02-7.
- ...+Gz, 79-8.
- ...movement of objects in depth, 65-32.
- ...navigation display formats, 96-16.
- ...night approaches to landing, 77-12, 78-15, 79-4, 81-6, 82-6.
- ...operator skills research, 66-19.
- ...performance controlled systems, 02-7.
- ...pilot workload, 77-15, 82-10, 83-15.
- ...sonic booms, 71-29, 72-19, 72-24, 72-35, 73-16.
- ...stress in ground trainer use, 76-2.
- ...transfer of training, 69-24.
- ...visual glidepath indicator systems, 79-4, 79-25, 81-6, 82-6.

Skin

- ...conductance with sonic booms, 71-29.
- ...evaporative water loss, 63-25.
- ...flammability of toiletries, 63-27.
- ...galvanic skin response, 64-18.
- ...tactile communication, 62-11, 62-16.
- ...temperature to predict tolerances to heat and cold, 71-4.
- ...thermal stress following cabin water spray, 98-4.

Subject and Report Number

Sleep

- ...air traffic controllers, 77-5, 95-12, 95-19, 00-10.
- ...clockwise vs. counterclockwise shift rotations, 02-8, 02-13.
- ...deprivation, 70-8, 85-3.
- ...dextroamphetamine effects during sleep loss, 75-14.
- ...loss, and performance, 93-19.
 - and vestibular response, 86-9.
- ...shift work effects in sleep-wake cycle, 75-10, 76-11.
- ...sonic boom effects, 72-19, 72-24, 72-35.
- ...work schedule effects, 95-32, 99-2, 00-10, 02-8.

Smoke

- ...air carrier accidents, 62-9, 65-7, 70-16.
- ...crew protective devices, 76-5, 78-4, 78-14, 78-41, 83-14, 89-8, 89-11.
- ...emergency signs, effects on reading, 79-22, 80-13, 81-7.
- ...passenger protective breathing devices, 67-4, 70-20, 83-10, 85-10, 87-2, 87-5, 89-5, 89-12.
- ...toxicity, 95-8.
- ...toxicity of thermal degradation products of engine oils, 83-12.

Smoking

- ...aviation safety, effects on, 80-11, 97-7.
- ...smoking/withdrawal effects, 83-4.

Sonic booms

- ...autonomic responses, 71-29, 72-35, 73-16, 74-9.
- ...sleep, effects during, 72-19, 72-24, 72-35.
- ...startle effects, 73-11, 73-16, 74-9.
- ...tracking performance effects, 71-29.

Stalls

- ...warning device, 66-31.

Standards

- ...advanced aerospace systems, 71-33.
- ...aeromedical, 71-25, 71-33, 82-14, 00-19, 01-11.
- ...carboxyhemoglobin, 98-21.
- ...color vision for air traffic controllers, 83-11, 90-9.
- ...escape slides, inflatable, 98-3.
- ...floor proximity marking systems, 98-2.
- ...neurological and neurosurgical conditions, 81-3.
- ...postmortem ethanol analysis, internal standard, 98-5.
- ...quality assurance in forensic toxicology, 99-11, 99-15.

Stress

- ...air tanker pilots, 68-26.

Subject and Report Number

- ...air traffic controllers, 71-2, 71-21, 73-15, 73-21, 73-22, 74-11, 75-7, 76-13, 77-23, 78-5, 78-18, 78-40, 80-14, 82-17.
- ...assessment with State-Trait Anxiety Inventory, 72-23, 81-5, 91-8.
- ...aviation stress protocol—simulation, 78-5.
- ...Composite Mood Adjective Check List, to measure, 71-14, 71-21.
- ...domestic-based and pilots' perceived performance, 00-32.
- ...ergonomic interventions, 99-17.
- ...evaporative water loss device, 67-17.
- ...flight inspection crews, 81-13.
- ...+Gz, 79-8.
- ...heart rate and performance effects, 68-17, 69-21.
- ...heart rates during instrument approaches, 70-7, 71-24, 75-12.
- ...job and burnout, 92-7.
- ...measurement of evaporative water loss, 63-25.
- ...monotony with automation as a stressor, 80-1.
- ...performance prediction by attitudes, 69-7.
- ...performance under auditory distraction, 72-14.
- ...physiological responses on cross-country flights, 71-23.
- ...plasma catecholamine determination, 66-6, 71-15.
- ...severe weather flying, 66-41.
- ...situational in accident causation, 72-2, 73-5.
- ...student pilots, 67-15, 69-12, 76-2.
- ...symptoms reported by air traffic controllers, 65-5, 65-6.
- ...urinary metabolites, 78-18, 78-40, 85-2.
- ...wake-sleep cycle shifts, 75-10, 76-11.

Suicide

- ...aircraft accident cause, 72-2, 73-5.

Supersonic transport

- ...anticollision lights, 70-9, 70-15, 71-42.
- ...decompression profiles, 70-12, 99-4.
- ...evacuation tests, 70-19.
- ...radiation at SST altitudes, 71-26, 80-2.
- ...sonic boom effects, 71-29, 72-19, 72-24, 72-35, 73-11, 73-16, 74-9.

Temperature

- ...cold effects on shipped dogs, 87-2.
- ...changes in cold water with prototype life preserver, 85-11.
- ...complex performance effects, 69-10, 71-17, 72-17.
- ...evaporative water loss, 63-25, 67-17.
- ...heat effects on shipped dogs, 77-8, 81-11, 84-5, 87-8.
- ...heat tolerance limits of rats and mice, 86-8.
- ...human tolerance, 62-6, 70-22.

Part III: Subject Index

Subject and Report Number

...hyperpyrexia, 64-8.
...liver damage effects by dieldrin, 66-5.
...maintenance of thermal balance, 66-23.
...manual performance effects, 68-13.
...tranquilizer effects on body temperature, 63-23, 66-14.

Tests

...air traffic controller selection, 61-1, 62-2, 65-19, 65-21, 68-14, 71-28, 71-36, 72-5, 72-18, 74-10, 77-25, 78-7, 79-3, 79-14, 79-21, 80-7, 82-11, 84-2, 84-6, 90-4, 90-8, 90-13, 91-9, 94-4, 94-9, 96-13, 97-4, 97-15, 98-23, 99-16, 99-23, 00-2, 00-12, 01-5, 01-6, 02-24.
...Air Traffic Selection and Training (AT-SAT) test battery, 00-12, 01-5, 01-6, 02-24.
...alcohol abuse, 83-2.
...aptitude measures, of female ATCS trainees, 72-22.
 — of military ATCS trainees, 71-40.
...ataxia, alcohol effects, 79-9.
...ballistocardiography, 64-12, 65-8, 65-15.
...cholinesterase activity, 67-5.
...color vision, 67-8, 71-27, 71-32, 73-18, 75-1, 83-11, 85-7, 90-9, 92-29, 93-16, 93-17, 95-13.
...complex human performance, 69-6, 69-16, 72-5, 72-21.
...CogScreen, age effects, 99-22.
 — assessment of head-injured aircrew, 01-11.
...Composite Mood Adjective Check List, 71-14, 71-21, 73-22.
...correlation with experience in ATCS selection, 63-31.
...directional headings, 72-18, 90-8.
...distraction susceptibility, 71-7.
...emergency evacuation, 65-7, 66-42, 70-19, 70-20, 77-11, 78-3, 79-5, 89-5, 89-14, 92-27, 95-22, 95-25, 96-18, 99-10, 01-2, 02-16.
...energy-absorbing seat effectiveness, 83-3, 90-11.
...escape slides, inflatable, 98-3.
...fairness, 79-3, 96-13, 98-23, 99-16.
...flight service station training, 79-18, 86-6.
...neuropsychological battery, 92-11, 99-22.
...performance, 66-19, 97-5, 00-2.
 — after decompression, 66-10.
 — age and disease, 64-4.
 — and age, 65-21, 71-36, 81-12, 99-23.
 — and personality factors, 70-14.
 — with hypoxia, 66-15, 71-11, 82-10, 83-15.
...personality assessment, 71-35, 93-4.
...physical fitness, 63-6, 63-18, 63-33, 64-3, 66-17.
...proficiency in post mortem forensic toxicology, 99-11.
...pupillary movement, 65-9, 65-25.

Subject and Report Number

...readiness to perform, 93-13, 95-24.
...scanning and monitoring, 92-12, 94-8.
...Shipley Institute of Living Scale, 92-30.
...Sixteen Personality Factors test, with ATCSs, 97-17.
...spiral aftereffect, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31.
...stain for dieldrin and endrin, 66-26.
...State Trait Anxiety Inventory, 72-23, 76-13, 80-14, 81-5, 89-7, 91-8.
...Stroop test, 71-7, 72-14.
...supervisory, air traffic control, 92-16.
...system for combustion toxicology, 77-9.
...vestibular during physical exams, 75-4.
...video game experience, 97-4.

Thorax

...effective mass determination, 96-7.

Tobacco

...effects on aviation safety, 80-11, 83-4.

Tolerance

...brain, to concussion, 71-13, 74-4.
...cold stress in dogs, 87-8.
...decompression for SST, 70-12.
...face, to impact, 65-20, 66-12, 66-40.
...flight stresses, 62-6, 81-2.
...free-fall impacts, 63-15.
...heat for rats and mice, 86-8.
...heat stress in dogs, 77-8, 81-11, 84-5, 87-8.
...hot environments, 70-22.
...hypoxia, propranolol effects, 79-10, 80-10.
...impacts in water, 65-12, 68-19.
...intercontinental flights, 65-16, 65-28, 65-29, 65-30.
...orthostatic, 63-34, 82-3, 82-4., 92-19.
...+Gz, 79-8, 81-2.
...prediction for thermal environments, 71-4.
...vertical impact, 62-19.
...work at altitudes, 82-3.

Toxicology

...butalbital, forensic analysis, 00-29.
...carbon monoxide, 89-4, 93-7, 94-7, 94-18, 98-21, 00-9, 02-15.
...combustion products of cabin materials, 77-9, 85-5, 86-1, 86-3, 86-5, 89-4, 90-15, 90-16, 91-17, 93-7, 93-8.
...diabetes, indicators in fatal accidents, 01-12.

Subject and Report Number

- ...DNA detection of ethanol-producing microorganisms in postmortem samples, 00-16.
 - profiling, quality assurance in forensic, 98-18, 99-14.
- ...fatal aircraft accident findings, 78-31, 80-11, 82-15, 92-23, 92-24, 94-14, 97-14, 98-5, 99-29, 01-12, 02-14, 02-15.
- ...glucose levels, abnormal, 00-22.
 - in postmortem diabetic pilots, 01-12.
- ...hemoglobin (HBA_{1c}) stability in postmortem samples, 01-12.
- ...hydrogen cyanide, 93-8, 94-7, 94-18.
- ...hydrogen sulfide, 00-34.
- ...melatonin, 98-10.
- ...metabolites, 95-26, 97-14.
- ...methodology, single extraction urine screening, 96-17.
 - carbon monoxide determination in postmortem blood, 02-15.
- ...ozone toxicity, 80-16, 89-13.
- ...postmortem ethanol analysis, internal standard, 98-5.
- ...proficiency testing, 99-11.
- ...sildenafil (Viagra), method for detecting in postmortem samples, 00-20.
- ...thermal degradation of engine oils, 83-12.
- ...time to incapacitation, 89-4, 93-7, 93-8, 94-7.
- ...quality assurance and quality control, 99-11, 99-15.

Training

- ...air traffic controllers, 78-10, 79-3, 79-18, 80-5, 80-15, 82-2, 83-9, 84-6, 88-3, 89-6, 89-7, 91-9, 91-18, 94-8, 95-16, 97-15, 98-8, 98-22, 98-23, 99-16, 00-12.
- ...aviation medical examiners, 84-7.
- ...biographical factors in ATCS success, 83-6, 84-6.
- ...correlates of satisfaction with, 91-9.
- ...crew resource management, flight inspector aircrew, 96-24.
- ...devices, 96-6.
- ...disorientation familiarization, 70-17, 77-24.
- ...diversity awareness, 95-10.
- ...flight, PC-based training, 94-25, 95-6, 97-11, 01-13.
- ...flight instructors, 96-3.
- ...flight physiology, need for, 91-13.
- ...flight service station, 86-6, 91-4.
- ...judgment training for pilots, 87-6, 98-6.
- ...maintenance personnel, 91-16, 93-5, 95-14, 95-31, 96-2.
- ...management training, effectiveness of, 75-9, 78-32.
- ...needs for managers, 90-2.
- ...personality factor in ATC, 93-4.
- ...physiological, 10-year chamber experience, 77-4.

Subject and Report Number

- ...reception of distorted speech, 73-13.
- ...resource management, controller/crew, 95-21.
- ...safety seminars for pilots, evaluation, 97-16, 99-7.
- ...situation awareness, 94-27.
- ...stress in pilot training, 67-15, 69-12, 76-2.
- ...supervisory, air traffic control, 92-16.
- ...teamwork, 99-24, 00-24.
- ...test fairness, 79-3, 96-8, 99-16.
- ...tracking performance during successive approaches, 72-9.
- ...transfer from simulation, 69-24, 94-25, 95-6.
- ...water survival programs, analysis, 98-19.

Translations

- ...aviation medicine, general, 64-16, 65-17, 66-2, 68-7, 71-5, 72-16, 73-19, 76-4, 81-4.
- ...color vision tests, 67-8.
- ...nystagmus and vestibular function, Tech. Pub. #1, 1963.

Turbulence

- ...effects of severe weather flying, 66-41.
- ...injuries, cabin safety data bank, 79-23, 82-8.

Vertigo

- ...Coriolis stimulation, 67-19.
- ...flicker, 66-39.
- ...illumination during angular deceleration, 68-28.
- ...in-flight case with unconsciousness, 63-21.
- ...production by spiral aftereffect, 64-9, 64-10, 64-17.

Vestibular function

- ...adaptation, 66-37, 67-6, 67-7, 67-12, 67-19, 69-20, 74-3.
- ...alcohol effects, 71-6, 71-16, 71-20, 71-34, 71-39, 72-34, 79-9.
- ...arousal effects, 62-17, 63-29.
- ...caloric habituation, 63-14, 64-14, 65-18, 67-2.
- ...dextroamphetamine and secobarbital effects, 73-17.
- ...habituation to rotation, 63-13, 65-24, 68-2.
- ...motion sickness susceptibility, 76-14.
- ...rotation device, 64-15.
- ...secondary, tertiary, and inverted primary nystagmus, 63-3.
- ...sleep loss effects, 86-9.
- ...tests during physical examinations, 75-4.
- ...translation of reports, Tech. Pub. #1, 64-16, 65-17, 66-2, 72-16, 73-19.

Vibration

- ...bibliography, 63-30.

Part III: Subject Index

Subject and Report Number

Video games

...experience and air traffic scenario test score, 97-4.

Vigilance

...eye blink rate and fatigue, 94-17, 94-26, 96-9, 99-28.
...hypoxia effects, 71-11.
...napping and ATC performance, 00-10.
...psychophysiological indices, 99-28.
...simulated ATC tasks, 77-18, 78-11, 80-17, 94-6, 94-26, 95-23, 02-13.

Vision

...accident/incident involvement, 01-14.
...acuity, pilots in midair collisions, 75-5.
...age and binocular fusion time, 66-35.
...alcohol effects, 78-2, 79-15.
...anticollision lights, 66-39, 70-9, 70-15, 71-42, 72-8.
...aphakia, accident risk assessment, 95-11.
...aphakia, incidence in airmen, 91-14, 92-14, 93-11.
...artificial lens implants, 92-14, 93-11.
...atropine and Phosdrin effects, 73-4.
...bifocal effects on radar monitoring, 82-16.
...Broca-Sulzer phenomenon, 68-27.
...chart readability, 77-13, 78-17.
...color, diagnostic tests, 67-8, 71-27, 71-32, 73-18, 75-1, 93-16, 93-17, 95-13.
...color perception and ATCS job performance, 83-11, 85-7, 90-3, 92-6, 92-28, 92-29.
...contact lenses, in an airline accident, 00-18.
 — accident/incident involvement, 01-14, 02-6.
 — in certification, 90-10, 00-18.
...cues for approach and landing, 79-4, 79-25, 81-6, 82-6.
...deficiencies in accident airmen, 81-14, 83-18, 93-11.
...disorientation, 69-23, 70-2.
...drug and pesticide effects on visual reflexes, 79-15.
...fatigue effects on binocular fusion time, 69-1.
...fixation effects on nystagmus, 67-12.
...gender differences in refractive surgery, 00-23.
...glare, 94-15.
...glaucoma, visual field and altitude, 91-1.
...illusions, 70-2, 71-22, 77-12, 78-15.
...instrument readability by senior pilots, 77-2, 77-7.
...laser pointers, potential affects on safety, 01-7.
...light adaptation device, 66-38.
...matching flash loudness and brightness, 67-16.
...monitoring performance on simulated radar task, 80-17, 81-12, 82-16, 90-3, 94-17, 94-26, 96-9.
...occupational vision, 96-12, 96-27.
...ophthalmic devices, role in accidents/incidents, 01-14.

Subject and Report Number

...ophthalmic lenses for air traffic controllers, 96-12, 96-27.
...perception of depth, 63-10, 63-28, 67-20.
...perception of size and distance, 62-15, 64-13, 65-11, 66-22, 66-24, 67-18.
...perception of spatial extent, 63-20.
...peripheral visual cues, 68-11, 68-12, 68-22.
...photorefractive keratectomy, 98-25.
...presbyopic individuals, 77-14.
...propeller paint schemes conspicuity, 78-29.
...reaction time, flash luminance and brightness, 67-24.
...radial keratectomy, 98-25.
...radial keratotomy, 99-6, 00-19.
...readability of emergency signs in smoke, 79-22, 80-13, 81-7.
...refractive surgery, 99-6, 00-19, 00-23, 02-10.
...search performance with radar sweepline, 79-12.
...smoke-protective goggles, 76-5, 78-41, 83-14.
...spiral aftereffect, 64-9, 64-10, 64-17, 68-10, 69-15, 71-31.
...stimulation during angular deceleration, 68-28.
...sunscreen materials effects, 78-28.
...test for monitoring and scanning, 92-12, 94-8.
...two-flash thresholds, 68-20, 70-15, 71-42.
...X-Chrom lens to improve color vision, 78-22.

Warning signals

...blink amplitudes and attention, 97-10, 99-8.
...color and flashing radar targets, 90-3.

Water survival

...flotation, use of seat cushion, 95-20
...life preserver evaluation, 85-11.
...training programs, analysis, 98-19.

Weight

...accident rate relation to body weight, 70-18.
...ATCS population, changes in, 71-19, 72-20.
...errors in stated estimates, 73-10.
...third-class certificate holders, changes in, 72-26.

Work

...age effects on tolerance, 63-33.
...alcohol effects, 82-3.
...altitude effects on tolerance, 63-33, 82-3.
...anxiety relation to workload in ATCSs, 73-15, 77-23, 80-14, 81-5.
...blood pressure effects, 66-36.

Subject and Report Number

Subject and Report Number

...capacity, after myocardial infarction, 64-2, 66-17, 66-21.
 — of ATCS students, 71-8.
 — related to age, 63-18.
 — with step test, 64-3.
 ...distractibility with monotony, 72-25.
 ...domestic-based stress, effects on work environment, 00-32.
 ...drug effects on performance, 63-12, 63-34.
 ...energy cost on treadmill, 62-5.
 ...fitness, field test for, 63-6.
 ...human tolerance, 62-6.
 ...measurement, of air traffic controller workload, 98-15, 01-8, 01-10, 02-1, 02-2, 02-4, 02-5.
 — of pilot workload, 77-15, 81-13, 02-5.
 ...monotonous task performance correlates, 73-14.
 ...motivation of ATCS, 73-2.

...organizational climate, FSS, 97-12.
 — FAA, 98-24.
 ...passenger workload and protective breathing requirements, 87-2.
 ...planning of enroute air traffic activities, 01-16, 02-1, 02-22.
 ...safety climate, 97-8, 99-19.
 ...shift rotation effects, 65-5, 65-6, 81-4, 82-17, 83-17, 85-2, 86-2, 02-13.
 ...shift work and performance, 97-25, 99-2, 00-10, 02-13.
 ...sickle cell trait effects, 80-20.
 ...strength and endurance of female pilots, 72-27, 73-23.
 ...strength of flight attendants, 75-13.
 ...thermal balance in heat and cold, 66-23, 68-13.
 ...workload effects, on complex performance, 83-15.
 — flight progress strips, 98-26, 02-1.